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116 BROAD ST. ; NEW YORK CITY

OATS and CORN a specialty

Wheat, barley and rye for export and domestic sale

Send me express or generous mail samples of anything in the line of grain or mill feeds that you have to offer. Submit samples of salvage stock and off-grades of wheat, rye and barley.

ACCOUNTS OF WESTERN SHIPPERS SOLICITED

CONSIGN YOUR GRAIN TO

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who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.



Pioneers, O Pioneers!

The first settlers of Ohio and Indiana hewed their homes and wheat fields out of the primeval forests and the splendid farms of today are evidence of their indomitable zeal. The growing and marketing of grain in that time was accomplished through greatest hardship, but whatsoever the conditions, the grain grower and the grain dealer are an eternal necessity. The heritage of today, however, is the product of hundreds of years of strenuous yesterdays, and the man who succeeds is that one who is keenly alive to advanced conditions, who is not lagging, who is not trailing, but who is in the lead—who is FIRST, who is BEST.

We aim to lead—to be first.

We want your grain of all kinds and in all quantities.

Our prices are unsurpassed in attractiveness. The unequalled promptness of our returns is made possible only by our superior time-saving equipment. Communicate with us before selling. Our inducements are interesting.

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WHAT YOU SHOULD HAVE TO OPERATE
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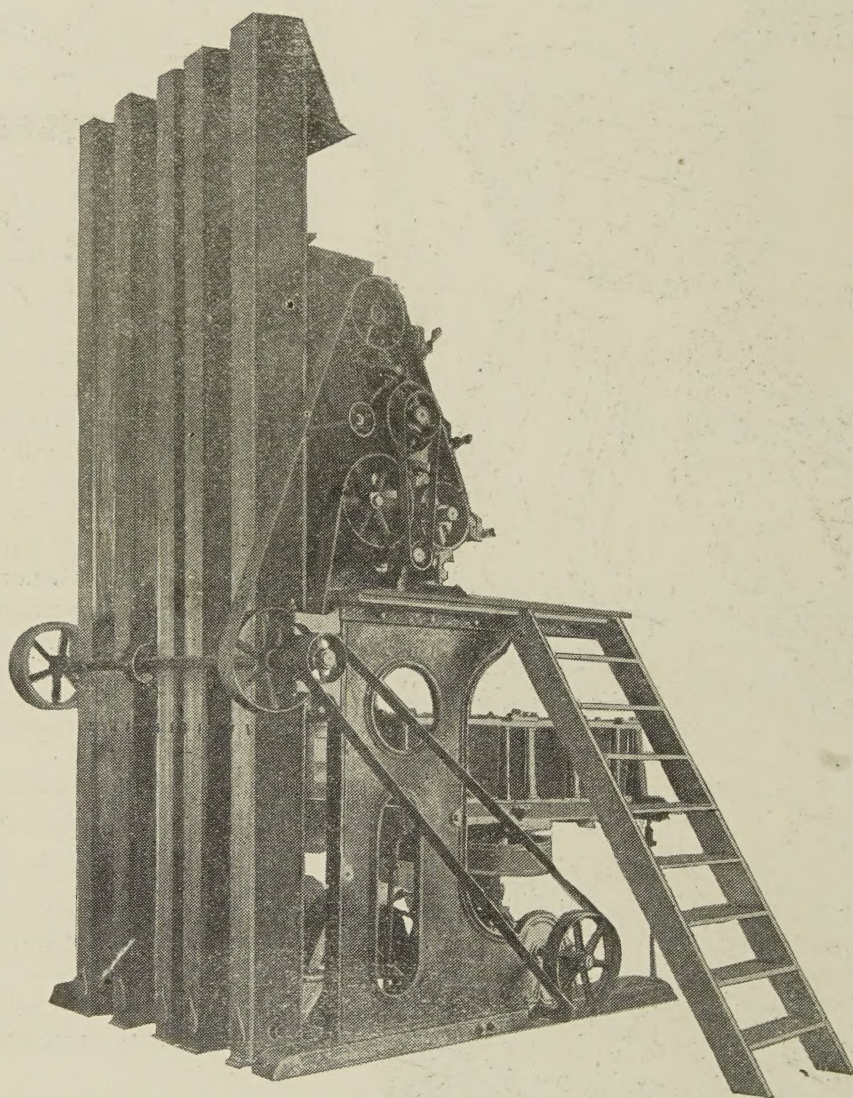
Columbus Combination Flour-Mill

A Flour Mill that is complete in one frame. Can be set up in an unused corner of your elevator, as it only requires a space of 9'6"x8'10"; its extreme height is but 15 feet. A complete 30-barrel custom mill at an exceedingly low cost. A mill with all working parts in plain view from one floor.

It is very easily adapted
to the milling of
Buckwheat.

Of Special Construction
throughout, thoroughly
tested and we guarantee
results.

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the asking.



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Columbus, Ohio.

MILL BUILDERS AND MILL AND ELEVATOR SUPPLIES.

To Successfully Handle This
Year's Crop the Most Efficient

OAT CLIPPERS, WHEAT CLIPPERS AND WHEAT SCOURERS

will be required, therefore you will do well
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"EUREKA"

THEY HAVE MORE CAPACITY, BUILT STRONGER, CLIP AND SCOUR WITH LESS
WASTE, AND DO BETTER WORK THAN ANY OTHER. CAN MAKE PROMPT SHIPMENTS.

THE S. HOWES COMPANY

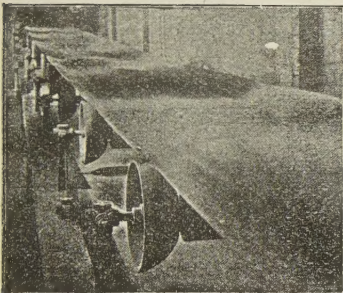
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ESTABLISHED, 1856.

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Grain Trippers, Car Pullers, Spouting,
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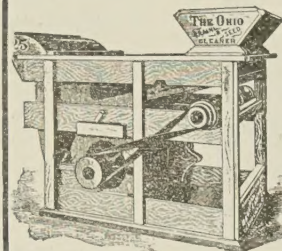
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From 50 to 1,000
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Machines sent
on 30 days' trial.

It will clean any
seed or grain that
grows. Get our
Catalog of Hand
and Power ma-
chines.



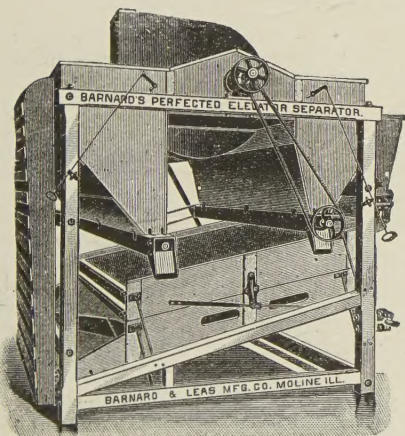
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Barnard's Perfected Elevator Separator

The favorite wherever used.

Wherever it is desired to save screenings for feed,
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We also make Willford's Light Running Three
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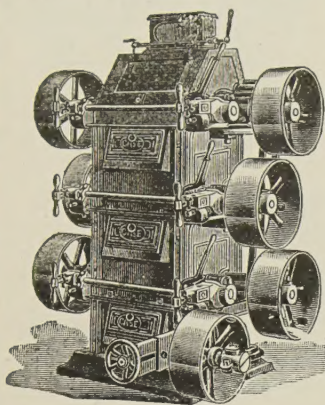
We furnish all kinds of elevator supplies.

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GRAIN ELEVATOR BUILDERS.



WE KNOW IT IS!

WE ARE SATISFIED WE CAN CONVINCE YOU

*SIMPLEST IN
CONSTRUCTION.
MOST DURABLE.
MOST ACCURATE
WORK.
FINEST FINISH.*

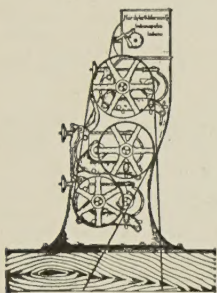
The arrangement for leveling rolls is simple and accurate.
Rolls can be thrown apart their entire length by one movement of the lever and brought back again to original position, requiring no resetting or experimenting.

Any of the rolls can be taken out of the frame by removing the small end-plate.

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Sole Manufacturers of the CYCLONE CORN AND COB CRUSHERS.

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3 Pair High-6 Roller Mill

FEED MILLS Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, Our Mills are Unexcelled.

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Three Roll-Two Break Mills—2 sizes
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And 85 Sizes and Styles of BUHR STONE MILLS

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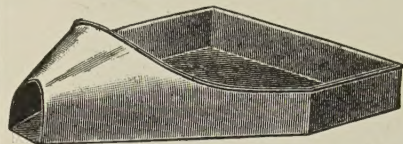
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FLOUR MILL BUILDERS.

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For Examining Samples of Grain and Seeds

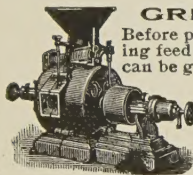


Made of Alluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.
Grain Size, 2 1/4 x 12 x 16 1/2 Ins. \$1.25
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Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

SPROUT, WALDRON & CO., Drawer H, MUNCY, PA.



EASY TO HANDLE

Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

Willford Manufacturing Co., 303 So. Third St., MINNEAPOLIS, MINN.

DO YOU WANT A FEED MILL?

If so write for Catalog and Prices of . . .

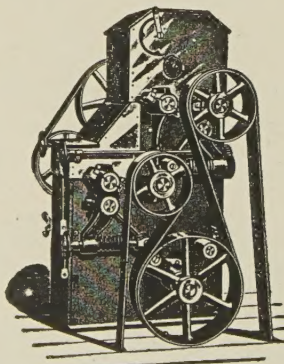
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The Lightest Running Mill on the Market.

ELEVATOR MACHINERY AND SUPPLIES.

Strong & Northway Mfg. Co.

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This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

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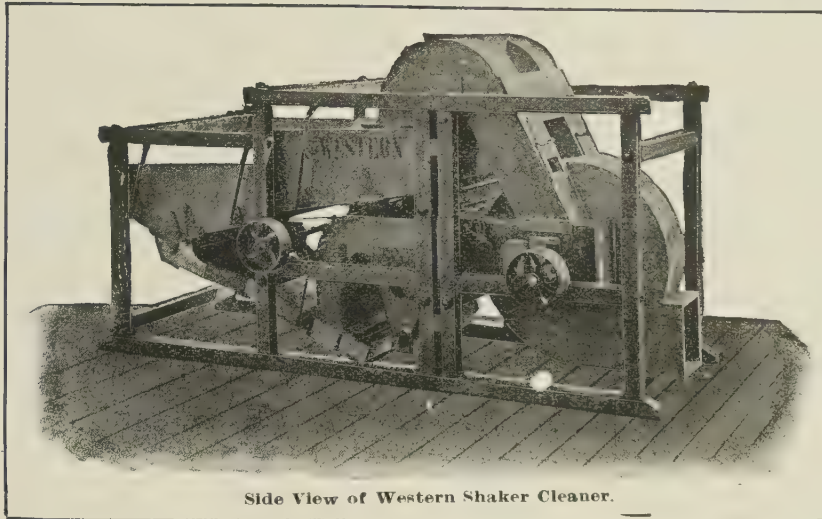
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"Western" Shaker Cleaner

Cleans
Corn,
Wheat
or
Oats



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The
ONLY
Cleaner
for
Elevators
or
Warehouses

CANNOT BE BEATEN.

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GENTS: In reply to yours of the 27th ult., will say that your cleaner is all O. K. and is giving us good satisfaction. Will also say do not think it can be beaten by any other cleaner on the market to-day, as we have tried other makes at Tuscola and your cleaner at Hayes. Anything you desire regarding your cleaner kindly let us know.

Yours truly,

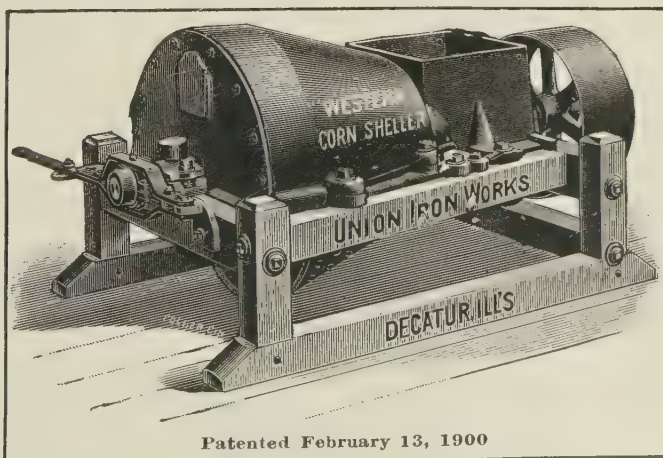
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THE "WESTERN" WAREHOUSE CORN SHELLER

IMPROVED, WITH ADJUSTING LEVER

Adjust the
Cylinder
While
Running



Patented February 13, 1900

Eight
Sizes
Large
Capacities

**NÓ GRAIN ELEVATOR OR WAREHOUSE
COMPLETE WITHOUT ABOVE MACHINES**

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GRAIN ELEVATOR BUILDERS.

WE BUILD TO PLEASE

Write us for estimates on your work.

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W. S. CLEVELAND ELEVATOR BUILDING COMPANY

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Capital Stock, \$100,000

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OUR SPECIALTY:

GRAIN ELEVATORS -- Frame, Iron Clad, or Absolutely Fire Proof

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Plans and estimates furnished.

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Designers and
Builders of GRAIN ELEVATORSContracts taken for all kinds of heavy
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LARGEST
ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want. We also manufacture the

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Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 23 pages of tables as follows:

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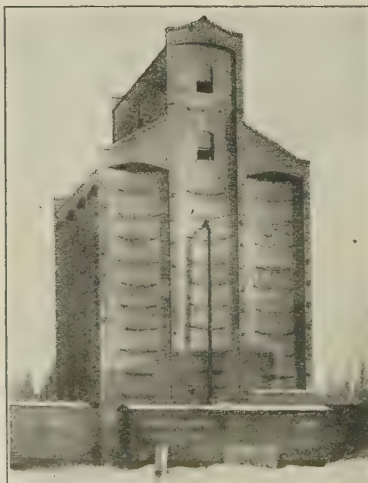
The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

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You will profit by examining my plans of con-
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We build Grain Elevators of every description.

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Thirty years' experience. Get my estimates.

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*is designed especially to facilitate
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A time and labor saver. Invalu-
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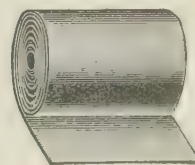
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The Best, Made by
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FOR
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THE NEW ERA
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Affords you the easiest and quickest transit between first and cupola floors, known to mechanical science. It needs no power and, therefore, is always ready. Please inform yourself as to its merits by applying to

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Cleaning Machinery
Corn Shellers and Cleaners
Trippers, Car Pullers
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Belting, Buckets, Leads and Boots,
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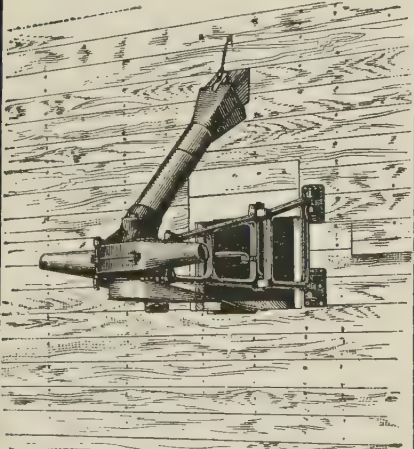
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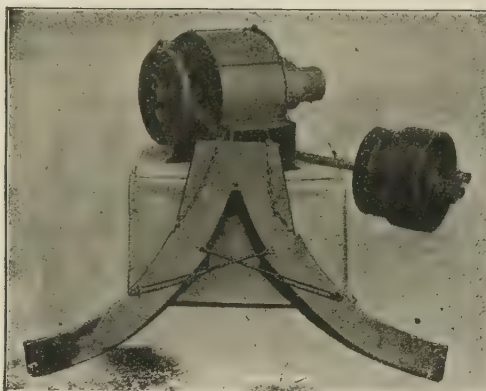
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BOSS
CAR LOADERS

LOAD MORE GRAIN, IN LESS
TIME AND WITH LESS POWER,
THAN ANY OTHER LOADER MADE

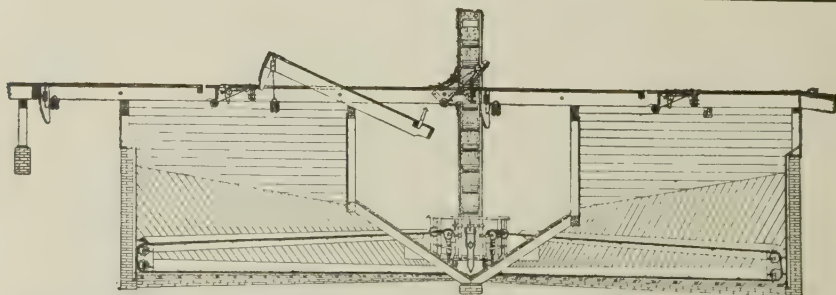
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A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

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HAD GOOD RESULTS,

Siebers Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

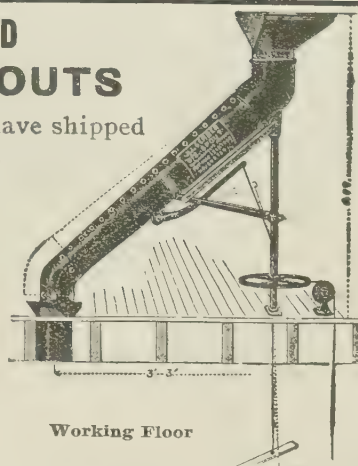
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are in good demand this season. I have shipped 142 Gerber Spouts to various Elevators in July, try one, and you will have no other.

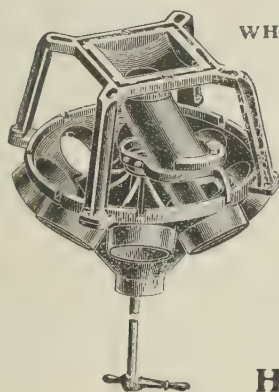
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Elevator Spouting a Specialty.

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Working Floor



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ECONOMY OF SPACE

IS AN IMPORTANT POINT TO CONSIDER

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STANDARD SCALES

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HICKMAN SCALE MFG. CO.

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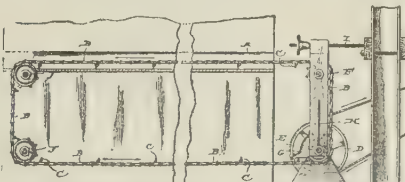
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Write for Special Prices. Address
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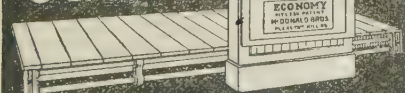
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STEEL JOISTS, METAL FRAME,
NO PIT REQUIRED.

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HIGH GRADE Buckeye Engine for sale; in first-class condition; cylinder 10x14; 2 drive wheels 60-in. diam., 4-in. steam pipe; will develop 75 h.p. A. Colvert, Attica Ind.

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Yours very truly,

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The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



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Wisconsin Graphite PAINT

Perfectly protects
metal work of

**GRAIN
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From corrosion for years. Write us for
information as to its covering capacity.

WISCONSIN GRAPHITE CO.
Box 38, North Side, Pittsburgh.

**Grain Tables
for Wagon Loads**

Clark's Grain Tables for Wagon Loads are used more extensively by country grain buyers than all other tables combined for finding the number of bushels in any wagon load. It contains nine tables for this purpose and four dockage tables, all printed from heavy faced type, in two colors. Each table gives reductions from 100 to 4,090 lbs., is complete on one page, and is so arranged as to provide an effectual safeguard against errors by inexperienced persons.

The tables show the following reductions: (1) OATS at 32 lbs.; (2) OATS at 33 lbs.; (A table reducing oats to bushels of 35 lbs. will be substituted for the 33 lb. table if desired.) (3) BARLEY, HUNGARIAN GRASS SEED and CORN MEAL at 48 lbs.; (4) SHELLED CORN, RYE and FLAXSEED at 56 lbs.; (5) WHEAT, CLOVER SEED, BEANS, PEAS, and POTATOES at 60 lbs.; (6) EAR CORN at 70 lbs.; (7) EAR CORN at 75 lbs.; (8) EAR CORN at 80 lbs.; (9) TIMOTHY SEED at 45 lbs.

The four dockage tables show the dockage on 60 pound Wheat at 1, 2, 3 and 5 pounds dockage.

The tables are bound in strong Manila covers. Price, 50 cents. Address

GRAIN DEALERS COMPANY,
255 La Salle Street. Chicago.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

Skillin & Richards Mfg. Co.
CHICAGO, ILL.

CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICITION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

NOW READY FOR DISTRIBUTION.

MOTIVE POWER

**CATALOGUE
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POWER TRANSMISSION APPLIANCES

ELEVATING AND CONVEYING MACHINERY

**GRAIN ELEVATOR AND
MILL SUPPLIES.**

**ENGINEERS,
FOUNDERS
AND MACHINISTS.**

**CORN SHELLERS,
GRAIN AND SEED CLEANERS.**

MARSEILLES MANUFACTURING COMPANY, MARSEILLES, ILLINOIS, U.S.A.

Branch Houses at Peoria, Kansas City, Council Bluffs and Cedar Rapids.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy.

INDIANA MILLERS

MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....	\$697,501.33
Surplus to Policy Holders.....	697,351.55
Dividends Paid Policy Holders.....	238,566.84
Cash Assets.....	119,924.77

MILLS AND ELEVATORS ONLY PURELY MUTUAL

A liberal policy issued.

Losses paid when adjusted and NO DISCOUNT demanded. Address,

E. E. PERRY, Secretary.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....	\$958,473.31
Losses Paid.....	718,556.00
Net Cash Surplus,	214,743.50

50% DIVIDENDS 1899 1900 1901

Insures Flour Mills, Grain and Elevators.

FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies in the best Stock Companies. Insurance follows grain up and down as the quantity stored in each house changes. Will ALWAYS have insurance where you have grain. Simple, Sure, Economical. Investigate, and you will find it absolute protection and cheap. Business handled anywhere. Write us. H. H. LANTZ & CO. DES MOINES, IOWA 25 years' experience. Best of references.

THE ENGLISH SUPPLY CO., KANSAS CITY, MO.

Steam Engines and Boilers

Pulleys, Shafting and Hangers.

Rubber, Leather and Canvas Stitched BELTING.

Do You Have Orders For The Even Weight Bag?

If so, we beg to call your attention to our Automatic Grain Scale; the most perfect, simple and reliable automatic weighing machine on the market, free from complications and absolutely accurate, installed under a strong guarantee, in use in many of the large elevators. Can we not interest you?

UNION SCALE & MANUFACTURING CO.,

84 Market St., CHICAGO. 27 Jesse St., SAN FRANCISCO.

THE PERFECTION GRAIN DRIER

IS THE SIMPLEST
AND BEST

Its first cost and cost of operation is 50% less than any other drier. Perfect work guaranteed. Write for particulars.

TWEEDALE & HARVEY
303 Dearborn Street
CHICAGO

DAMP WHEAT

is dried and made merchantable in the

Hess Pneumatic Grain Drier

cheaper and faster than in any other device.

It dries other grains just as well.

Hess Warming & Ventilating Co.

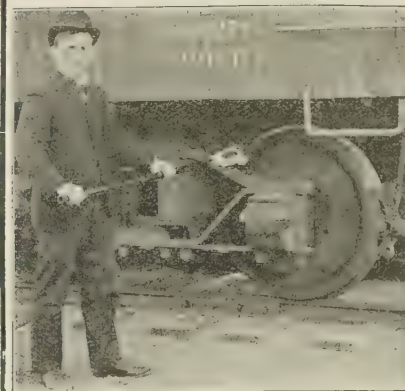
707 Tacoma Building
CHICAGO

Grain Trade Books

of all kinds can be obtained at the office of the GRAIN DEALERS JOURNAL, CHICAGO.

"The Special Car Mover"
IS PUTTING IT MILD

"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Sac City, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

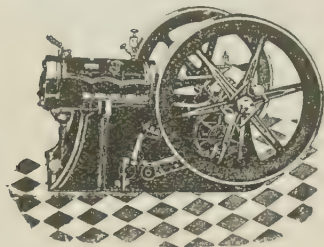
THE CONVEYOR CAR LOADER
Leads in its line. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

H. KURTZ & SON, Sac City, Iowa

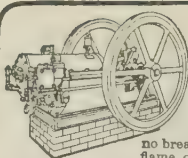
POWER FOR GRAIN ELEVATORS.

Power for Every Class of Work.



The Waterloo Gasoline Engine Co., Waterloo, Ia.

Branch Houses: David Bradley & Co.,
Council Bluffs, Iowa; Bradley, Clark &
Co., Minneapolis, Minn.

**Lambert Engine**

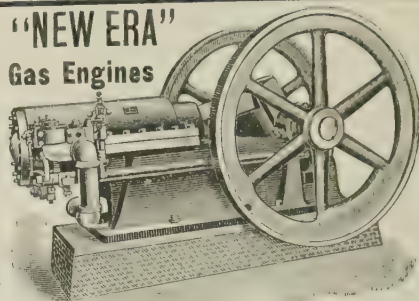
Gas or Gasoline.

Compared to its rival, the steam engine, is as harmless as a clock. Economical and doesn't eat up fuel when not working. Fuel consumption diminishes as load is taken off engine. No leakage; no breakdown; heat exhausted without flame or spark. Write for catalogue.

R. Lambert Gas and Gasoline Engine Co., Anderson, Ind.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.:
"Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

**"NEW ERA"
Gas Engines**

For Gas or Gasoline.

Sizes 5 to 80 H.P.

NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

HOWE SCALES AND HOWE ENGINES

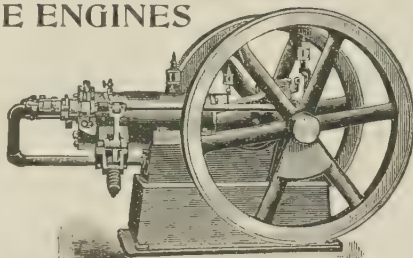
Can you get anything better?
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

Grain Testers, Grain Scoops, Bag Holders, Car
Starters, Conveying and Elevating Machinery.

CATALOGS.

The Ball-Bearing Scale.



1 to 60 H. P.

Wagon, Dump, Hopper,
and Grain Scales.

Double or Compound Beams.
Steel Frames.

St. Louis, Kansas City,
Minneapolis, Cleveland.

Borden & Selleck Co., Chicago, Ill.

**Grain Receiving
Ledger FORM 33.**

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 39 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired. The pages are 8x13 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit, and Remarks. The paper used is heavy linen ledger, bound in heavy cloth covers with Russia back and corners. Price \$2.25.

FOR SALE BY

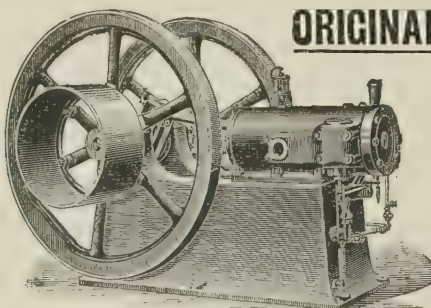
GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

**Coal Dealers
Friend**

Is a book of tables which shows at a glance the cost of any number of pounds of coal from 5 to 1995 pounds, at any price per ton from \$1.00 to \$14.00. It is especially adapted for retailers. It is printed on good book paper and bound in cloth, size 4 1/4 x 8 1/4 inches. 110 pages.

PRICE, \$1.00

GRAIN DEALERS COMPANY
255 LA SALLE ST., CHICAGO, ILL.



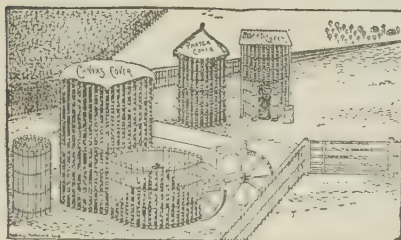
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**LEWIS
GASOLINE ENGINES**

Most Popular and Reliable for
**GRAIN ELEVATORS
WATER WORKS
ELECTRIC PLANTS**

Don't be bothered with a cheap, inferior engine. It will always make you trouble and be the most expensive in the end. Buy a Lewis at the start. It is acknowledged to be standard in all respects.

J. THOMPSON & SONS MFG. CO., Beloit, Wis.

PORTABLE CORN CRIBS

The demand for CORN CRIBS will be enormous this season. Farmers are preparing to build new ones now. **YOU SHOULD STOP THEM IMMEDIATELY** by offering our TELESCOPE CRIBS, that are better, and at a fraction of what theirs will cost. Capacity: 125; 200; 300; 500; 800; 1,200 bushels. Order printed matter and dozen cribs now. Price will be right.

THE ELLIOTT & REID CO., Box 2060, Richmond, Ind., U. S. A.

**Robinson's Telegraphic
Cipher Code (Revised)**

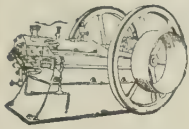
Is more extensively used by Grain
and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

GRAIN DEALERS COMPANY
255 La Salle St. CHICAGO, ILL.

POWER FOR GRAIN ELEVATORS.

THE BAUER GASOLINE ENGINE



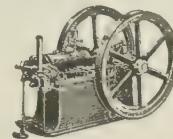
Is better adapted to the needs of the grain elevator man than any other.
WRITE FOR DESCRIPTION.
Bauer Machine Works,
Kansas City, Mo.

LENNOX GAS ENGINE



MFG. BY LENNOX MACH. CO.
MARSHALLTOWN, IA.
WRITE FOR CATALOGUE
of Elevator Engines.

BRUNNER ELEVATOR ENGINE FOR GRAIN ELEVATORS.



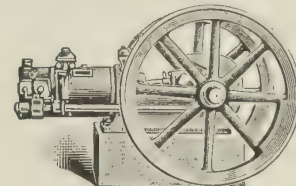
From 1 to 30 H. P.
Write for descriptive circular.
CHARLES BRUNNER, Mfr.,
Peru, Ill.

Burger Automatic

Gasoline Engines are Perfect

In mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.
WOOLLEY FOUNDRY AND MACHINE CO.
ANDERSON, IND

Good testimonial letters from good people, are good things even when solicited, but when they come like the one below, unsolicited and unexpected, their value is increased many fold. The engine in question has been in use nine years.



KNOXVILLE, Tenn., June 30th, 1902.
OTTO GAS ENGINE WORKS, Philadelphia.

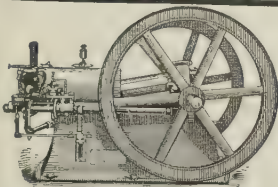
Gentlemen: I would like your catalogue of "Marine Engines," boats, etc. I have one of your stationary engines and am much pleased with it. I bought it contrary to the advice of several friends, but I thought that as the Otto people had been making gas engines longer than anybody and were still in the business, the engine must be the "real thing." I have had no occasion to change my mind or regret my purchase, but on the other hand have converted some unbelievers.

We are thinking of buying a marine motor and would like to investigate your make of same. Yours truly, (Signed) W. B. SULLINS, Ass't Cashier, Mechanics Nat'l Bank.

THE OTTO GAS ENGINE WORKS

Chicago Representative, T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.



Gasoline Engines

Especially adapted for elevator use.
Fremont Foundry & Machine Co.,
Fremont, Neb.

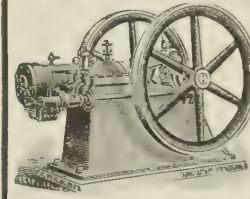
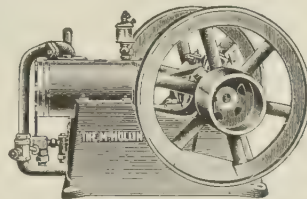
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is the Gasoline Engine. Learn something to your advantage about

McMullin Engines

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McMullin Motive-Power and Construction Co.
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THE Columbus Gas and Gasoline Engines.

Simple, effective, easily started and adjusted.
Columbus Machine Co.
COLUMBUS, OHIO.
Send for Catalog No. 39

SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/4 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

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Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price, \$1.00.

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For any of the above address,

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LIGHTNING GAS ENGINE AND SCALES

KANSAS CITY HAY PRESS CO.
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The Practical Gas Engineer

By E. W. LONGANECKER, M. D.

A manual that tells what a Gas or Gasoline Engine is; How to Purchase a Gas or Gasoline Engine; How to Install the Engine; How to Operate it; How to Care for it; What to do when it gets Stubborn, and How to do it. In short, just how to handle it successfully and all about it.

This book contains all the practical points needed by a purchaser, owner or operator of a Gas or Gasoline Engine. The book contains 130 pages, and every paragraph is numbered.

The index is complete, occupying thirteen pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

This book is just out and is strictly up-to-date. You can not afford to be without it. It is of convenient size, printed on book paper and neatly bound in cloth.

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By NORMAN & HUBBARD

Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

FOR SALE BY

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THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequalled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

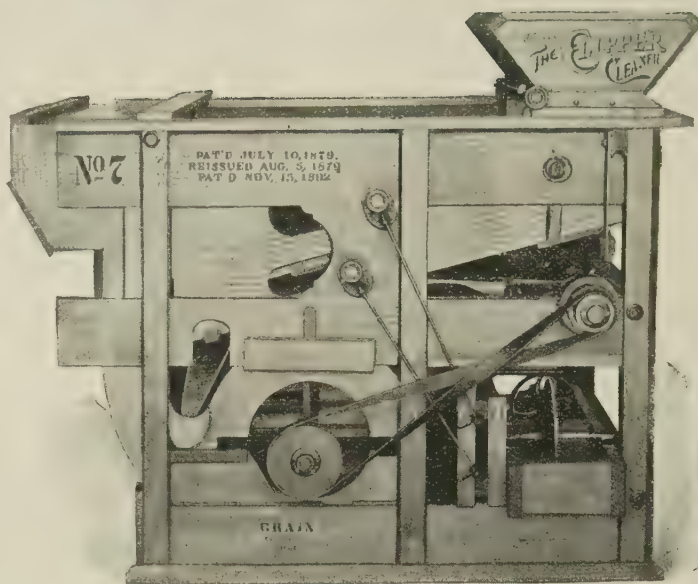
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE

Sample Plate of perforations and new Catalog mailed on request.



A. T. Ferrell & Co., Saginaw, Mich.

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The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL, which is published on the 10th and 25th of each month by the Grain Dealers Company, at 10 Pacific Avenue, Chicago. for \$1.00 per year.

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**STRENGTH
DURABILITY &
ECONOMY**

CARTON CONVEYOR BELTS

Have no equal for Conveying or power transmission.

Catalogue and prices for the asking.

The Carton Belting Company,
Allston District,
Boston, Mass.

Stronger and cheaper than leather or rubber.

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USE A GOOD TELEGRAPH CIPHER CODE :: PREVENT ERRORS, REDUCE THE COST OF SENDING MESSAGES AND PREVENT CONTENTS BECOMING KNOWN TO AGENTS :: :: ::

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged. Compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

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BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

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For any of the above, address

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The rate for Advertisements in this department is 15 cents per line each insertion.

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GOOD Illinois elevator for sale. N. Bentz, Nokomis, Ill.

ELEVATORS for sale or trade for farms. W. A. Thompson, Attica, Ind.

ILLINOIS elevator at sacrifice or exchange for real estate; must be sold. W. L. Cadle, 440 Canal-st., Chicago.

BEST line elevators Minn., 33 1-3 per cent net on investment. Sell right. Woodruff, 1100 Lumber Ex., Minneapolis.

ELEVATOR, mill and flour warehouse for sale. Machinery new. Capacity, 150 barrels. Box 1431, Winnipeg, Man.

TWO GOOD elevators for sale. situated on B. & M. R. R. Price, \$6,000. Fine crop this year. Address F. C. Kellogg, McCook, Neb.

LOT, 132 ft. on Erie spur and 112 ft. deep, on which my burned elevator stood, for sale. A good location for some one to build a grain elevator, coal sheds, etc. Geo. H. Hay, Creston, O.

BEST elevator plant in Indiana, first-class in every way, including a large feed mill, on railroad running from Toledo to St. Louis. Address Mac, box 3, care Grain Dealers Journal, Chicago.

FIVE good new elevators with a total capacity of 50,000 bushels, on the Frisco R. R., all in the heart of the wheat belt in Okla. "Good crop." Want to sell at once. Wirt & Lyons Co., Enid, Okla.

ELEVATOR and corn meal mills for sale in Deepwater, Mo. Heavy crops; good business. Reason for selling, old age. Price \$4,000. Address Deepwater Real Estate & Exchange Co., Deepwater, Mo.

GRAIN ELEVATOR at Paynesville, Stearns Co., Minn., for sale; horse power, 10,000 bu. capacity; in fine condition. Address J. T. Wyman, chairman, care Northwestern National Bank, Minneapolis, Minn.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

A GOOD new house. Fine farming country in western Indiana; an excellent crop assured. No competition; ship from 150 to 225,000 per annum. A bargain for some one. Address B. B., box 5, care Grain Dealers Journal, Chicago.

ON ACCOUNT of poor health, I offer my 22,000-cap. elevator for sale at a bargain. Never handle less than 100,000 annually. Located in Lac qui Parle Co., Minn., crop failure unknown. Address Ship, box 6, care Grain Dealers Journal, Chicago.

NICE, little, grain business in Indiana for sale. The only dealers at this station. We ship over two railroads. Elevator; 12-h. p. gasoline engine. Good chance for a man with a few thousand dollars. Address Wabash, 72 Traders bldg., Chicago.

ELEVATOR at Chippewa Lake, capacity about 8,000 bu., 12-h. p. Foos Gasoline Engine in use one year; small feed mill, and Clipper Cleaner. Good grain country on C. L. & W. R. R. Good reasons for selling. Geo. H. Hay, Creston, O.

ELEVATORS FOR SALE.

A GOOD elevator, and hay, coal, feed and flour trade in connection. Crop prospects never better. Good reasons for selling. Address A, box 2, care Grain Dealers Journal, Chicago.

NORTHERN ILLINOIS elevator on I. C. R. R., with 16-h. p. gasoline engine, feed mill and sheller, for sale. Will handle 100,000 bu. per year. J. A. M., box 5, care Grain Dealers Journal, Chicago.

ELEVATOR in good grain town in western Iowa; 25,000 bu. capacity; good coal business; crib room for 50,000 bu. ear corn. Will sell or trade for good farm property. G. H. S., box 5, care Grain Dealers Journal, Chicago.

BEST paying elevator in Kansas; well equipped, 20 horse steam power; feed mills, office, scales, cribs and grain house. No competition; established feed and seed trade. A money maker the year round. Address for full information G. F. Farley, Melvern, Kan.

BEST elevator on main line of C. R. I. & P. R. R., and located at the best wheat and corn point in Oklahoma. My reason for selling is to take charge of an estate I have fallen heir to, and want to go and take charge of at once. For further particulars address J. H. Moore, Pond Creek, Okla.

ELEVATOR and corn mill that cost me \$4,000 for sale for \$1,500. Room for 10,000 bu. grain and 2 cars feed. Immense crop of corn this year; and the right kind of a man ought almost to pay for the property out of the profits after getting his living out of it. W. L. Lux, Tecumseh, Kan.

ILLINOIS elevator for sale, 20,000 bu.; located on C. & N. W. Ry., 50 miles west Chicago; also feed elevator, coal yard and grounds. Buildings comparatively new. Gasoline engine. No competition. Crop prospects never better. Price, \$7,000. Address C. Keefe & Co., Maple Park, Ill.

MICHIGAN elevator for sale; 5,000 bu. capacity, in central Michigan; in one of the best grain, bean and hay sections of the state. Thoroughly equipped with grain and bean handling machinery; hay, coal sheds, etc. Enjoys nice retail trade in coal and wood, cement, lime and feed. Good reasons for selling. For price address N. B. H., box 5, care Grain Dealers Journal, Chicago.

GRAIN FOR SALE.

WHITE WHEAT AND UTAH ALFALFA SEED. When needing white wheat or choice Utah alfalfa seed, write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

We are in the market to buy several Grain Stations throughout Central Illinois. Write us, giving price description of plant, and territory.

Burks Grain & Elevator Co.,
Receivers and Shippers,
Decatur, Ill. Detroit, Mich.

ELEVATORS WANTED.

WANTED—TO BUY—An elevator in Iowa, Minnesota or the Dakotas. Address M., box 5, care Grain Dealers Journal, Chicago.

EXCHANGE for good elevator in s. e. So. Dak., or n. w. Iowa, 1/4 sec. good land in S. D.; also 1/4 sec. timber land in Clatsop Co., Ore. Address Lock Box 66, Tyndall, S. D.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WANT to buy a good elevator in good territory; eastern Ind. or western Ohio preferred. (Prefer corn and oats territory.) Must be in good town and handle not less than 100,000 to 250,000 bus. per year. Address E. B., box 1, care Grain Dealers Journal, Chicago.

WANT to buy elevator and coal business in small town in Iowa; about 10,000 bu. capacity; in good territory; oats and corn preferred; also would take lumber in connection. Terms cash, possession at once. Address N. I., box 5, care Grain Dealers Journal, Chicago.

TO TRADE for elevator; furniture and undertaking business in town 800 pop.; only one of the kind in 24 miles; on R. R. in one of the best counties in O. T. Am old wheat man, and will give good trade for good elevator. Prefer one in Minn. or vicinity. This is good, healthy climate; splendid schools and churches. This is chance of lifetime. Address G. G. Black, Garber, O. T.

SCALES FOR SALE.

HOPPER scale for sale, nearly new; Fairbanks. N. Bentz, Nokomis, Ill.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

SIXTY-bu. hopper scale for sale. A. F. Chase & Co., 215 3d-st., So. Minneapolis, Minn.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

WAGON SCALE for sale: one Standard 5-ton; at Jeffers, Minn. Practically new, \$40. P. O. Box 451, Minneapolis, Minn.

SCALES WANTED.

HOPPER SCALE wanted: 2d-hand, 120-bu. D. P. Moore, Wyatt, Ind.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

SECONDHAND GAS and gasoline engines bought, sold or exchanged. J. M. Johnston, 217 Lake st., Chicago.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE second-hand tubular boiler, 16 ft. by 52 in.; 20-ft. smokestack, 24 in. diam. Price, \$100, f. o. b. cars, Kempton. M. J. Lee & Son, Kempton, Ind.

ONE 8-horse Atlas Engine, 16-horse boiler. One 10-horse Atlas Engine, 20-horse boiler, for sale. Both in good shape. Morrison Gr. Co., 602 Board of Trade, Kansas City, Mo.

CENTER CRANK ENGINE for sale; 14x16; manufactured by the Erie City Iron Works; rated at 70 h.p.; used about 4 years; in first-class condition. Inquire Iron Elevator & Transfer Co., Buffalo, N. Y.

CENTER CRANK engine for sale, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. Inquire of H. Clark & Son, Arlington, O.

ONE 12x24 riding cut-off slide valve engine; two 12x24 plain slide valve engines; one 5¼x10 Deane 2-cylinder belt pump; one vertical 15-h. p. gasoline engine, for sale. W. S. McKinney & Co., 210 Dearborn-st., Chicago.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

SECOND-HAND gasoline engines cheap; 30-h.p. Webster, \$600; 12-h.p. Fairbanks-Morse, \$350; 15-h.p. Chicago, \$375; 7½-h.p. Fairbanks-Morse, \$275; 4-h.p. Fairbanks-Morse, \$190; 6½-h.p. Webster, \$250; new 16-h.p. Dayton, \$550; f. o. b. cars Chicago. A. H. McDonald, 36 W. Randolph-st., Chicago.

ONE 9x14 40-h. p. Atlas Automatic Side Crank Engine and one 40-h. p. portable boiler on skids, with 48 3-inch tubes, 22x44 foot stack. This plant has been used carefully for three years and is in first-class condition. May be seen running until June 25th. Address for particulars, Pittsburg Steel Shafting Co., Toledo, Ohio.

ONE 12-h. p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h. p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

MILLS FOR SALE.

THE BEST flouring mill that money can build, for sale or trade for land. W. A. Thompson, Attica, Ind.

200-BBL. MILL and 30,000-bu. elevator on the Clover Leaf for sale at a bargain. J. D. Fritch, Frankfort, Ind.

FLOUR MILL of 80 bbls. capacity, doing a large feed trade; will be sold cheap to settle estate. The Dyer Roller Mills, Dyer, Ind.

ONE 75-barrel mill in Central Ohio, located on two trunk lines, very prosperous and progressive town; owner has made money enough and wishes to retire. Address for full particulars, P. O. box 501, Toledo, Ohio.

75-BBL. Ohio mill with 10,000-bu. capacity elevator for sale. Practically new and running steady with a large crop of corn to handle this fall. Owner wishes to quit business. Will sell less than cost and very reasonable terms. Write me when you mean business. L. H. G., box 4, care Grain Dealers Journal, Chicago.

CORN MILL AND ELEVATOR, the only one in good Missouri town having large factories and good coal mines, with plenty of grain to grind or ship. On the Frisco line. Plenty of storage capacity; steam engine; a bargain; fine chance for live man; property clear. Must sell; act quick. Address Nollman, 72 Traders bldg., Chicago.

100-bbl. merchant and exchange, wheat and corn mill, steam power; 3-story and basement brick, 43x33. Three-story frame joining, ironclad, 33x33. Storage capacity 5,000 bu. wheat. Good brick engine room and stack. Good barn and shop, separate one-story frame, 50x50; bins for storing 6,000 to 7,000 bu. wheat or corn. Location good. Will sell cheap. Address A. W. Songer, prop., Kinmundy, Ill.

MILL PROPERTY for sale, with wholesale and retail and grist business: flourhouse, warehouse, barn. Creamery on ground pays \$200 a year and draws trade. Mill 2½ story and basement, containing 2,000 bu. grain storage, tubular boiler, automatic engine, 5 elevators, good sheller; 3-high 6-roller mill; 1 stand single rolls; 2 buckwheat and rye reels, corn-meal bolt, scales, trucks. Best location, on Main-st., lot alone worth \$1,500; my price is \$3,500; no trade. T. G. White, Marion, Iowa.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: Feed barley, and new No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

OATS. Want car or two choice oats for seed; name variety and price. O. S. Marshall & Son, Sidney, O.

EAR CORN wanted: 150 cars delivered about Nov. 1 at Holland, Tex., on M. K. & T. R. R. Who will submit prices? W. L. Crosthwait, M. D., Holland, Tex.

BAGS New & Second Hand
All sizes to order. Write for prices.
CINCINNATI BAG CO., CINCINNATI, O.

SITUATIONS WANTED.

POSITION wanted as grain buyer in country elevator; married man; 35 years age; 5 years' experience; good references. Box 142, Ipswich, S. D.

POSITION WANTED; by a man of 14 years experience in grain business. Good bookkeeper and inspector. Can furnish reference. Address J. J. Shelton, Wadesville, Ind.

POSITION wanted as buyer at country station; twelve years' experience in grain business; best of references. Address G. A., box 5, care Grain Dealers Journal, Chicago.

RESPONSIBLE POSITION wanted at reasonable salary. Have had 6 years' experience in the business of buying and shipping grain, hogs, seed, coal and hay. Can furnish the best of reference. Frank Taylor, Corning, Ia.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

POSITION wanted as buyer or elevator man in corn and oats belt. Single, 35 years of age; 10 years' experience; understand the business thoroughly. Good references. Address K., box 5, care Grain Dealers Journal, Chicago.

POSITION wanted in Chicago or its vicinity by a young man experienced in the grain, lumber and milling business. Can manage any of the above; good office experience. P. B., box 4, care Grain Dealers Journal, Chicago.

SITUATION wanted by man with 9 years' experience in the country grain business; last year local manager. Can keep a set of books as well as load a car. References. Address W. F., box 5, care Grain Dealers Journal, Chicago.

POSITION wanted, \$100 per month; entire management of country elevator; buying and selling; years of successful experience, holding good position. Best of reference. Address E. K., box 5, care Grain Dealers Journal, Chicago.

POSITION wanted with good grain firm as road man and grain buyer. Six years' experience in this work; first-class reference; personally acquainted with grain trade thru Indiana, Illinois and Ohio. Please address R. J. Sullivan, Sheldon, Ill.

SITUATION WANTED as grain buyer or inspector with some large elevator interest or buyer of wheat and other grain; 25 years' experience in handling grain and managing elevator; best of references. Address J. H. Dickerson, Jr., Burgin, Ky.

ENGINES WANTED

WANTED: 20 or 25-h. p. gasoline engine, in perfect order, cheap for cash, Prefer Dayton make. B. B., box 4, care Grain Dealers Journal, Chicago.

PARTNERS WANTED.

PARTNER wanted, with \$25,000, to engage in the grain business. S., box 5, care Grain Dealers Journal, Chicago.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

TWO SMITH LIFT DUMPS for sale, almost new. Price reasonable. Mattoon Elevator Co., Mattoon, Ill.

METCALF Bifurcated Car-Loaders for sale; bargain, secondhand. T. V., box 1, care Grain Dealers Journal, Chicago.

A CORN, oats and wheat cleaner of large capacity; a bargain; 10 days' trial. B. S. Constant Co., Bloomington, Ill.

TWO No. 4 Eureka Clippers; good condition. Sell because I have not power enough to run. D. N. Dunlap, Fontanelle, Iowa.

SHELLER for sale: One Western Warehouse Cylinder Sheller, with cleaner, almost good as new. H. G. King, Mt. Union, Ia.

CAR MOVERS, double clutch, best on the market, sent on thirty days' trial. Address Pittsburg Steel Shafting Co., Toledo, Ohio.

ONE Western Rolling Screen Corn Cleaner, No. 2½, for sale cheap; in good condition; used but little. Address Kyle & Williamson, Monroe, O.

SHELLERS, CLEANERS & CLIPPERS of different makes; second-hand, good condition; at low prices. Address A. S. Garman & Sons, Akron, O.

ONE Victor Corn Sheller, No. 1; one revolving Cornwall Corn Cleaner; both in good condition. Cheap; we want to sell. W. A. Bryant & Sons Co., Greene, Iowa.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

ABOUT 150-ft. Jeffrey Chain Conveyor, suitable for an ear corn drag or for conveying small grain either from dump or from storage bins. For further particulars and price write to Churchill & Co., Buffalo, N. Y.

OAT CLIPPER for sale, No. 9, latest improved Monitor, never been run. Or exchange for feed mill with capacity of 5 to 7,000 lbs. per hour. Address Clipper, box 7, care Grain Dealers Journal, Chicago.

ONE No. 3 Miami Valley Corn Cleaner; 1 Smith Patent Ear Corn Feeder; 1 Eureka Wheat Cleaner, brand new; was never set up, for sale. Price is right. Raymond P. Lipe, 50 St. Clair bldg., Toledo, O.

ONE 18-in. vertical French burr stone; 1 14-in. vertical French burr stone; 1 advance wheat brush; 2 600-pound portable scales; 1 Western Mill Sheller; 1 2-hole corn sheller; 2 32x6 ft. hexagon corn meal bolts; 2 18x60 in. corn meal sieves, for sale. Also a lot of shafting, pulleys and belting and 50 stands of elevators complete. Address The E. E. Hollister Co., 116 North Front street, Quincy, Ill.

MACHINES FOR SALE.

FOR SALE—Two, latest model, Eureka Oat Clippers of 1,500 bushels capacity, each, per hour; also one Barnard & Leas latest model Oat Clipper, same capacity. Address D. Rothschild Grain Co., Davenport, Iowa.

LARGE BARLEY AND WHEAT REEL, about good as new; 60 reels, an exceptionally fine machine for taking out all kinds of seeds and small kernels. Cost \$400. Will take \$100 cash. S. D. H., box 4, care Grain Dealers Journal.

OAT CLIPPERS for sale at half price of new; two B. & L. 1,000-bu. clippers replaced by machines of larger capacity, same make. Used one season. In good condition. Address C. G. M., box 12, care Grain Dealers Journal, Chicago.

MACHINES WANTED.

BOWSHER Grinder, with elevator, wanted; must be in good condition. State price and capacity. Winamac, Ind., Flouring Mills.

GRAIN CLEANER wanted, 1,000 bushels capacity, good as new. Give price, description, how long used. Morrison Gr. Co., 602 Board of Trade, Kansas City, Mo.

MISCELLANEOUS FOR SALE.

BOILERS; engines; pumps; heaters; corn shellers; warehouse cleaners; belting; buckets; transmitting machinery; complete elevator outfits. Correspondence solicited. Pittsburg Steel Shafting Co., Toledo, Ohio.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

STAINED OATS AND BARLEY

can be made bright and sweet by our patent process of purifying. Then, too, you can get a better price for your grain. The impurities such as smut, must and mold odors are entirely removed.

A purifier can increase your profits enough to pay for itself in a short time. . . . Write for particulars to

THE AMERICAN GRAIN PURIFIER CONSTRUCTING CO.
Davenport, Iowa, or Kentland, Ind.

WANT ADS....

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade.

If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belt-ing and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

309, 3rd St., So.

Prompt Shipments Guaranteed. **MINNEAPOLIS, MINN.**

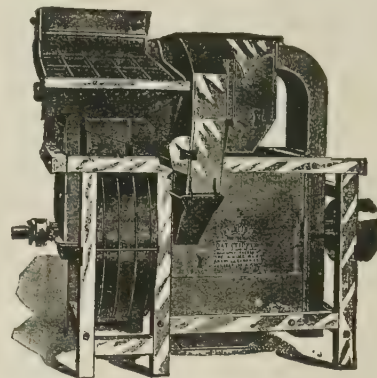
CLIP YOUR

OATS

WITH AN

Invincible Oat Clipper

It clips rapidly, perfectly and without waste, regardless of the weather. Large capacity, perfection of work, economy of operation, simplicity and durability are points in its favor.



Our machines are compactly built, run smoothly and do not hull the oats.

We manufacture Oat Clippers, Receiving Separators, Scourers and Cleaners, Needle Screen Gravity Separators and Spiral Belt Separators. . . . SEND FOR CATALOG

Invincible Grain Cleaner Co.

INVINCIBLE WORKS

SILVER CREEK, NEW YORK

REPRESENTED BY

W. J. SCOTT, . . . Wyoming Hotel, Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.
CHAS. H. SCOTT, . . . Nicollet Hotel, Minneapolis, Minn.
J. N. BACON, . . . Balchorne Block, Indianapolis, Ind.

How Do You Know It's Cheaper?

Every once in a while a man breaks out with the remark that "I'd like to have a Monitor Scourer in my grain cleaning department, but there are cheaper machines."

How do you know they are cheaper?

It's the same old story of the "Cheap-in-the-Beginning-Man" getting a thing at a "Dear-in-the-End-Price."

If there was a great big difference in the price between the "Just-as-good" Scourer and the Monitor Scourer, there might be something in this cheap proposition, but there is not enough difference in money to make it worth while, and nine cases out of ten we find that a man pays just as much for the capacity of the machine he buys as he would pay for the same capacity in a Monitor Machine.

If you buy the "Just-as-good" Machine and you think you are getting a five hundred bushel machine and it turns out that it can only do four hundred bushel machine, you are paying for a four hundred bushel machine, aren't you?

That's reasonable, isn't it?

It's chances against you that if you had bought our four hundred bushel machine you would have got it at the same price and possibly a little cheaper.

The whole point comes right here with regards to the Monitor product:

In the Monitor product you get exactly what you pay for at a price that you have got to pay for a machine that is "just-as-good" as the Monitor.

We haven't been in business as long as we have to let anybody else set the pace.

The Monitor product has always been right up front—always been doing all it said it would do—always doing it at a price that was fair and square and honest, and we won't give anyone the advantage to-day.

The Monitor Scourers do closer, better and more even work.

You can do light or severe scouring at your pleasure.

They have absolutely positive and controlled air separations.

It has better sieve separations.

Its capacity is just what we say it is.

Its construction is just what our trade-mark stands for.

It makes the best machine in the market.

These are the things that the Monitor trade-mark stands for, and these are the things you pay for and these are the things you get, and if you can point to one thing in which our guarantee fails in being reproduced right on the floor, back goes the machine to us—there is no "ifs," "ands" or "buts" about it.

We go anywhere for business and talk to any kind of a man who talks business, and we would be glad to hear from you if you are thinking about it.

And just here we would like to ask you again about that cheap machine—how do you know it is cheaper?

Do you know, or did somebody else tell you so?

The Huntley Manufacturing Co.

Grain Cleaning Machinery for Mills and Elevators

THE MONITOR WORKS

SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,
CHICAGO, ILL.

CHARLES S. CLARK,
Editor and Manager.

Subscription Rates:

One Dollar per year; Sixty cents for six months. Invariably in advance. Fifteen cents should be added for exchange when sending local checks.

To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., SEPTEMBER 10, 1902.

TESTING scales frequently will insure correct weights some of the time.

NEW grain is of such uncertain grade that more consigning is being done than for several years past.

BEARS have been taxed so heavily this year for carrying charges that many of them have turned Bulls.

SEPTEMBER oats seem likely to become a valuable commodity before the month is gone. Look out for fireworks and injunctions.

CONTRACT oats are so scarce in central markets that the manufacturers of breakfast foods are getting anxious regarding future supplies.

UNFILLED ears, according to late reports from some good corn sections give promise of an unexpected increase in the crop of corn cobs.

KEEPING posted on what is being done by your association will obviate a lot of worry over what you imagine your association is leaving undone.

JACK FROST may catch King Corn before he reaches his throne. In many sections, King Corn's ears are still green and soft and mature very slowly.

THREE Corn futures is thought by some to offer a remedy for the trouble of the cash handler who hedges against his holdings by selling No. 2. Our readers will be pleased to know what you think about it.

MEMBERSHIPS in the Chicago Board of Trade have declined recently, but still remain at a figure too high to meet the views of a few members of outside exchanges who desire to trade in

puts and calls. For a time one or two of this class of brokers advertised themselves as members of the Open Board, but this did not seem to attract the business desired. Hence memberships have been obtained in outside exchanges.

LATE reports from Alaska confirm the rumor that the grain crop of the icicle land for 1925 will surpass all preceding years. However, it will not be well to let the bears know this without first enjoining them from selling the crop.

SEND us a crop report or a letter on any grain trade subject in which you are interested, and we will send it to your brother grain dealers. They will be glad to hear from you and we feel sure some will reciprocate through our columns. Write to-day.

CAR FAMINES are feared by many large grain shippers and some rail carriers, but no complaints have yet been made. It may be that the supply of new cars and the per diem car service rule may prevent any great congestion on the present crop.

BUILDING up a business by defaming and attempting to tear down the business of established dealers in the same market has never proved successful. In fact this plan has generally brought opprobrium on the heads of those who have attempted to win by it.

VENTILATED corn cribs will be needed in the districts receiving ten times as much rain as wanted this season, and if dealers do not take extra precautions much corn will spoil in the cribs. Large cribs can be used, but tile must be laid at frequent intervals through the corn if it is to dry out.

GOOD ROADS trains are becoming popular in the Northwest and the Great Northern Railway Company especially is giving trains which pass along its lines and give exhibitions of how to make a good road. Some day it may be possible for farmers to market grain every day of the year regardless of the weather and the season.

ACCIDENTS in elevator machinery seem to be on the increase, due probably to a marked increase in the amount of machinery used and a decrease in care exercised by those occupied in the houses. Car pullers as well as other machinery merit guarding carefully so as to prevent the irresponsible ones walking into the death traps.

DEMURRAGE for the delay of grain in transit by rail carriers would please shippers and insure prompter delivery of grain at destination. If shippers were to sue for damages resulting from every delay of this character carriers might be induced to provide cars and deliver grain more promptly. Unreasonable delay by

carrier in transporting grain is no more excusable than the delay of cars by shippers and receivers.

LOW GRADE wheat continues to arrive at central markets in unexpected quantities, due no doubt to the fact that farmers and shippers are anxious to get the stuff off their hands as quickly as possible. Much of it has been in such bad condition that millers have considered it beyond redemption and shipped it. Late reports are to the effect that farmers are now thrashing the grain stored under cover and superior grain may soon be expected to arrive.

THE METRIC system theorizers continue to champion with loud voice the cause of their favorite system of weights, but the practical grain dealer goes on his way and struggles with the old bushel and its various number of pounds, because he and every one else have become accustomed to the bushel and its inconveniences. The metric system, which no doubt is the simplest yet devised, may some day come into general use, but not until the merchants of the country will it.

WILDCAT insurance companies are increasing almost rapidly enough to supply the demand for cheap insurance. The underground methods of some of the irresponsibles has brot them into disrepute, but this does not phase them. As long as suckers are willing to give out money for so-called policies, these fakirs will thrive. If you want cheap insurance, write to the flour mill mutuals advertised in this Journal, and you will obtain insurance that insures, at actual cost. The wildcat promoters never pay a loss or respond to a claim.

WEIGHING grain at Chicago has been so greatly improved by the officials in charge at present that any change would meet with vigorous opposition from the entire trade. The politicians behind the Illinois Railroad and Warehouse Commission are indulging in much bragging as to the short time which shall elapse before they have charge of the weighing at Chicago, and no doubt are confident of success, but if they do succeed in establishing a weighing department they will start a big fight with it. The grain trade has tolerated all the interference from the politicians it can stand.

RECIPROCAL trade relations between shippers and receivers always promote that cordiality which makes it easy for the shipper to ask the receiver to cease supplying market information to a scooper and easier for the receiver to welcome such requests. It is a very difficult matter for a receiver who gets grain from none but scoopers to stop handling such shipments when he has no prospects of business from regular dealers. Future shipments from regulars should not be

one of the specified conditions upon which receivers will cease handling business from irregulars, but such recognition of a favor shown must always result in more cordial relations.

BLEACHED oats are now being offered by some shippers as such, and they are commanding a premium as before. It is reasonable that bleached oats should make a place for themselves on the market. When sold as such, no buyer can claim he has been deceived.

SOUTH DAKOTA has some laws which are not destined to encourage the grain elevator business, one of which is that each elevator operator must annually file new bonds with the Railroad and Warehouse Commission before he can obtain a license to do business. Nominally, this is for the purpose of protecting the grain grower, but in reality it is nothing but a scheme to get fees from the elevator man to the politician. It comes out of the pocket of the grain grower eventually, but this was overlooked when the farmers in the state legislature voted to pass the law.

SHORTAGES in shipments to St. Louis and Kansas City are occurring with unusual frequency, so it is evident bad places are to be found in both markets. A few elevator men in the St. Louis market obstinately refuse to use Merchant's Exchange weights and by refusing force suspicion upon their own houses. If their names were made public by the Exchange, the offenders might realize the wrong and injury they are doing their market and their fellow-members. Their refusal to use Merchant's Exchange weights is inexcusable and unreasonable.

CLEVELAND'S Oil Cos. (?) continue to address grain dealers in an effort to dispose of that famous "half barrel of Extra Fine Cylinder Oil" which they have at a near by station. Some are also asked to buy "a barrel of Extra Lard Machine Oil," and remarkable as it may seem to those who have long known of the errors of the careless shipping clerk, who has been charged with directing this oil to the wrong address, the oil fakirs are catching suckers every day. When you want oil, buy it; and be sure to buy it of persons of known responsibility. Then you stand some chance of getting what you want.

SOUTHEASTERN buyers, or rather some of them have brought their entire section into disrepute with grain shippers by filing numerous petty excuses for turning down drafts. The honest traders of that section are hurt almost as much by the tricksters as the western shippers, because their market is frequently flooded with grain at low prices. The tricksters can afford to sell the grain at half price because it costs them

nothing. The reputable dealers of the southeast would advance and protect their own interests and be able to buy much closer if they would form a strong association and establish rigid rules which would drive out the sharpers.

INFERIOR and damp grain marketed by farmers has caused grain dealers a world of trouble and heavy losses this season, hence it was to be expected that some would be satisfied with a little trouble and refuse to accept more of it. Many buyers have exhibited a strong back bone and more farmers have found it necessary to haul stuff back home than ever before. If all grain buyers would refuse to receive grain when wet and out of condition, farmers would provide facilities for storing grain in sheaves. As long as the dealers accept the stuff at any price the farmers will be content to continue in the old way and blame dame nature instead of their own shiftlessness for the loss.

GOVERNMENT crop reports are held to be wrong because every time we have a large crop the reports depress the markets and the farmers are robbed of millions of dollars. Some knockers seem to regret exceedingly they cannot profit by private information, buy grain in this country at a low price and sell it abroad at a high price. Our government crop reports advertise our products abroad and do more to increase foreign sales than all other influences combined. They also help to keep prices nearer a uniform figure throughout the United States. What the grain trade needs is more reliable crop reports, and in order to compile such reports the Government Bureau needs more and better help.

FARMERS in the vicinity of Lincoln, Ill., are much exorcised regarding the outcome of a lawsuit to secure return of the value of grain they stored with a local elevator man, prior to his death. The identity of the grain was not preserved and it has not been shown that the farmers paid anything for the service rendered. It is to be regretted that elevator men will give up their storage room for the privilege of bidding on the farmer's grain, when he gets ready to sell. Such a practice seldom results profitably for the elevator man and often proves very unsatisfactory for the farmer. In some sections of the country good storage rates are charged and collected, and the elevator man conducts a storage business at a profit, but in most of the older grain districts, farmers have been educated to expect such service free of charge, consequently the elevator man finds it very difficult to secure enough revenue from such service to pay him for his trouble. A number of prominent association workers have condemned the practice time and again, deeming it utterly impossible

to establish a profitable schedule of storage rates and have them rigidly maintained. In Nebraska the Association has worked vigorously from its inception against storing grain for farmers, and the practice has been discontinued, but in the older states no persistent, vigorous fight has been conducted against the practice.

REBATES have long been used by railroad companies as the safest way to discriminate in favor of large shippers and, although the interstate commerce commission has driven railroad officials to fishing and summer resorts and to take ocean trips very unexpectedly, railroads have continued to give the rebates to the favored shippers, despite the fact that the public schedule of rates which, according to the interstate commerce law, must be rigidly maintained. The Chicago and Great Western Ry., which for years has been a free lance, has finally hit upon a scheme which does not compel its officials to violate the interstate commerce law and does not place the shippers in jeopardy. It has made a seven-year contract with the meat packers at Kansas City, St. Joseph, Omaha and Sioux City which will insure its securing a certain percentage of the packing house products shipped east, from these points at schedule rates during the life of the contract. The rates which these packers will pay will be open and granted to large and small shippers alike. The rates agreed upon are somewhat lower than the rates which have been published, but considerably higher than packers have been able to obtain thru the rebate system. The railroad companies are painfully aware of the disadvantage of discriminating in favor of the larger shipper, because it makes the large shipper stronger, and the small shipper weaker, and the stronger the large shipper is, the more dictatorial he may be in the matter of freight rates. There is no doubt that rail carriers would prefer to maintain uniform grain rates throughout the year, but they are helpless, because the large shippers play one road against another to the disadvantage of all of them. This first break in the long-established system of secret rebates will be watched with great interest by the entire shipping public. If the large shippers are always to keep down rates to a reasonable figure, it may prove a help to the rest of the shipping public, if these same rates are made good for all, as is required by the interstate commerce law. No doubt life would be much pleasanter for the shippers if they were able to get low rates, the acceptance of which would not compel them to violate the interstate commerce law. Some might be willing to run the jeopardy of law for the sake of a rebate, but there are many large shippers, who prize honor more than secret rebates.

SCALES can cheat a country buyer far more easily than the farmer or the carrier, as is proved by a recent experience of an Iowa elevator man who, upon having his scales examined by a scale expert learned that he had been paying for ten to twelve bushels more on the hundred than was actually delivered to him. Such discoveries do not often promote peace of mind. The dealer knows it is next to impossible to recover the extra money he has paid the farmers, in fact it would be almost impossible for him to prove the full extent of his losses. Unreliable scales may weigh all right one day, but weigh against the buyer the next day. It is not economy for a grain dealer to shop around in hope of securing the cheapest scale on earth. The best is not always the most expensive, but it is the scale he wants; the one which will weigh correctly every day in the year. In connection with this incident we are reminded that a careful Illinois shipper of some years' experience has recently constructed a concrete scale pit and frame for his wagon scale. The concrete pit may be easily cleaned and if properly drained will keep dry, so that the scale bearings will not quickly rust out, or the workings of the scale be interfered with by rubbish, mud or rust. The grain buyer who provides scales which he can rely upon to weigh accurately always, is making a good investment. However, if he desires to keep on the safe side and not pay for a lot of grain he does not receive, it will be to his interest and advantage to have his scales tested at least two or three times a year.

Statement of the Michigan Millers Mutual.

The forty-second semi-annual financial statement of the Michigan Millers Mutual Fire Insurance Company of Lansing, Mich., shows the company to be in excellent condition. In fact, its cash assets on July 1 amounted to \$341,038.28, while its total liabilities amounted to only \$115,920.37, thus making the net cash assets \$225,117.91.

The value of the premium notes held by the company amounted to \$692,707.03, making the total assets \$1,033,745.31. The liabilities on July 1 included \$10,326.48 for losses in process of adjustment, \$82,035.47 for reinsurance reserve, and \$23,251.42 in guaranteed deposits.

The growth of the company has been remarkable, but its management has always been conservative and it has long been one of the strongest financially of the millers mutuals.

S. W. Yantis, Buffalo, N. Y.: We are pretty busy people, and do not read a good many journals that are put before us, but your Journal has never been passed by, as we consider it the most reliable grain journal in existence, and we like the manner in which you conduct it, and believe that you have a mission in our business and are faithfully discharging it year by year.

LETTERS FROM THE TRADE

TOLEDO HAS A BIGGER CAR.

Grain Dealers Journal: We note in the last issue of the Journal what Philadelphia and other people say about big cars of wheat. Toledo is still at the front, and we think other markets will have a hard time to beat the car that we unloaded for an old Indiana friend of ours on Aug. 23, which contained 111,420 pounds, or 1,857 bushels. While this, we believe, is the largest car on record, the car weighed out 7 bushels more than the shipper claimed he put in. He invoiced it at 1,850 bushels. We are receiving very few complaints about weights.—J. F. Zahm & Co., Toledo, O.

CAR SITUATION IN OHIO.

Grain Dealers Journal: The relation between the country shipper and the railroads in regard to the car situation, is a serious one, inasmuch as the roads get the best of the dealer at every turn, and the dealer has no chance to try to play even.

In Ohio the situation is quite exasperating, as is shown by the following in regard to two cars of oats which I shipped to Pittsburg: On August 8 I loaded out two cars of new oats, the bills of lading were both dated August 8, and both cars left for the east on the same freight. One car arrived at Pittsburg August 12, was sold and netted a nice profit. The other car did not show up until August 20. The oats were then in a heated condition and off grade and sold at a discount, which would not have been the case if the road had made prompt delivery.

If I do not load the car within 24 hours, I am charged car service; if the railroad company does not make prompt (or reasonably so) shipment my grain has to be sold at a discount, for it is hot and will not grade. This condition does not seem right. Can't something be done to change things.—Buckeye Shipper.

LOST HEAVILY BY DEFECTIVE SCALE.

Grain Dealers Journal: We have had a hard loss on our Scale at Chapin. Same was a 22-foot wagon scale and put in some years ago by a carpenter. All went well until about one year ago. The trouble was in the man who put in the scales. We noticed that on a small load the difference was very light, but when we had from 4,000 to 6,000 pounds on the scale, they would weigh from 200 to 300 pounds too much. This was caused by the ricker iron [bearing foot] on the corner that rested on the knife edge being out of place $1\frac{3}{4}$ inches, so that the heavy load would turn it against the foundations, and it would remain there as long as the heavy load was on the platform.

When the heavy load was removed the casting would take its natural position. As you know, the end pieces, 3x10 inches 8 feet, that hold the ricker irons were cut all right, the holes bored for the castings were right and the other corners were put as they should be; but at the fourth corner where the trouble was, the ricker iron was $1\frac{3}{4}$ inches too near the end so that the edge of this 3x10 was worn off $1\frac{1}{4}$ inches, letting this iron bend over toward the solid wall where it rested.

We had no time to send the scale to the shop to refit, so put in a 14-foot Howe

and all is moving nicely now. We are getting returns for cars now that are 250 to 260 bushels short of our weights, causing us a very severe loss. We think we have learned to examine our scales and must say we are unfriendly to the Scale, as they are much more liable to get out of their place and cause trouble.—Moore Bros., Hampton, Ia.

NOT ADVISABLE TO ORGANIZE A STATE MUTUAL.

Grain Dealers Journal: At the last meeting of the Grain Dealers Association of Iowa, a committee was appointed to investigate the advisability and feasibility of a mutual insurance company. The committee after considerable investigation have decided they will defer a report until the next annual meeting. It would possibly not be out of place to state that the committee's investigations so far have not led them to believe that it is feasible or desirable for this association to take up or become sponsor for this work. In the first place, we have to enter into competition with a company already established at Ida Grove, Ia., which includes a portion of our state membership in its active supporters. Our association has accomplished too much to run any risk of creating any dissension in its membership.—M. E. DeWolf, Laurens, Ia.

PASSES FOR GRAIN MEN.

Grain Dealers Journal: I notice in the Journal of Aug. 25 an article on "Free Passes Over Railroads."

With an experience of over 35 years in the grain trade, and careful observation on the railroad lines that I have done business on, I am constrained to believe that the country shipper of grain especially is, of all classes of customers of the railroads, the most discriminated against by the powers that be who do give passes and give them liberally.

As A. R. says, and very truly, the grain dealer on their lines will pay them tens of thousands of dollars annually, while a small merchant in the town in which the resident grain dealer lives, who by the way pays less than one thousand, gets passes for himself to go and buy his goods, and also gets passes for his wife and children to go to some watering resort or cool place among the mountains of the west, while the poor grain dealer and his family can stay at home or pay full fare! The lawyer, the land agent, the politician, are all within certain "lines," as an honest G. F. A. told the writer in Topeka, years ago. We presume the merchant is also within certain lines, but the lines are drawn against the grain dealer.

Injustice? It is the acme of injustice to keep the men who build the elevators, warehouses and granaries on their railroad lines outside of the walls of liberty. The men who rustle freight (many times at a loss) not by car loads in number (one or two during the year), but by hundreds of cars.

It is a fact that I have tried time and again to get the road on which my elevators are, to give me a round trip ticket for one fare, and they either flatly refused or threw the letter in the waste-basket! But why lengthen out our grievance? As A. R. says, let's up and at them. The state and national associations must take the matter up and compel the roads to acknowledge the rights of the grain men. Let the fight grow, and as long as men, women and children can ride on passes who never pay the railroad lines a dollar

for freight, as long as merchants who get passes for themselves and families at competing points, let the fight continue.

There is a line, beyond which the common carrier should not be allowed to go, and that is the line that bars the grain dealer from getting commutation over the road he ships his grain over—the road he has seen grow from a few hundred miles in length to several thousand miles, while he must stay at home and dig and but a few thousand dollars better off than when the railroad, like himself, was poor in purse.—F. P. M.

ASKED AND ANSWERED

RAILROAD GIVE SWITCH.

Grain Dealers Journal: By article 15, section 5, of the Illinois Constitution, railroads are required to permit connection with their lines. This point has been decided in 115 Illinois, 156; and, also in 129, 285, it was held that the railroads had no discretion in the performance of this duty.

But *permission* to allow connecting lines is another matter from *compelling* the railroads against their own will to build such connecting lines or switches. It has never been held, that this clause of the Constitution, makes it obligatory upon the railroads to connect shippers with their lines, but it is settled law that the railroads cannot *refuse* the shipper the right to connect.—Mitchell D. Follansbee, 205 La Salle st., Chicago.

MISSED GRADE—DISCOUNT?

Grain Dealers Journal: We sold to a track buyer some clean and sweet oats free on board cars our station; that is: we guaranteed the oats to arrive clean and sweet. They were delayed in transit and arrived out of condition. The eastern buyer refused the shipment at any price, and the track buyer says the oats will sell within 3½ cents per bushel of clean and sweet oats the day they arrived in the destination market; but this price is 11 cents per bushel below the price they were sold at.

They want us to stand the 11 cents per bushel discount, which we are unwilling to do. We are willing to pay the 3½ cents difference between the two grades of oats the day ours arrived. We would like to have the opinion of grain dealers as to the correct basis for settlement.—T. P. & M. C. M.

FALL IN VALUE WHILE RAILROAD IS HOLDING CAR.

Grain Dealers Journal: Assuming the facts to be as E. J. Spratlin states, in the Journal of Aug. 25, namely: that the railroad refuses to deliver corn at the 14-cent rate on the consignee tendering the price, the railroad company is liable for the loss sustained by fall in price between August 4 and 18, provided consignee has done nothing to increase the damages; nor does the fact that consignee has been induced to take the corn on receiving a rebate from the shipper affect the amount of railroad's liability to consignee for breach of contract.

The railroad cannot justifiably ask mitigation of damages for the payment made by shipper when such money was not paid or received to satisfy in whole or in part, any liability of the railroad. To allow such mitigation, would be to allow a wrong-doer to take advantage of his own wrong at the expense of an innocent third party, which is plainly un-

justifiable—71 N. Y. 574, 105 Mass. 213.—Ans. by Mitchell D. Follansbee, 205 La Salle st., Chicago.

ADDRESS OF PEARL BARLEY MANUFACTURER?

Grain Dealers Journal. Can some reader of the Journal give us the names of manufacturers of pearl barley in the east, or tell us where we can get a list of these manufacturers?—S. D.

G. J. Gibbs, Clifton, Texas.

The Texas Grain Dealers Association has a number of talented orators and the President, G. J. Gibbs, of Clifton, Texas,



G. J. Gibbs, of Clifton, Texas.

is known as the Chauncey Depew of the organization. One of his close competitors has facetiously referred to him as the Falstaff of the Association, and this appellation may properly be applied, but it does not in any wise detract from his established claims as an orator, a successful grain dealer and an enthusiastic association man.

Mr. Gibbs has long been closely identified with the work of the Texas Association, serving faithfully on its different committees and as vice-president of the organization. He is resident partner and manager of the business of Kell & Gibbs at Clifton. Mr. Gibbs has consented to address the grain dealers in attendance at the annual meeting of the Grain Dealers Association in Peoria next month, and, no doubt, his talk will be in keeping with his reputation in his own state.

Give us your opinion on Oats Shipper's case in "Asked and Answered," this number.

S. A. Knapp of Lake Charles, La., estimates the rice crop of the United States this year at 3,100,000 sacks.

SEEDS.

Dealers report clover seed around Minster, New Bremen and Celina, O., turning out fine.

D. Landreth & Sons' seed house at Bristol, Pa., was burned recently. Loss, \$40,000.

Sam Williamson, Salt Lake City, Utah, Aug. 22: Alfalfa seed prospects affected adversely by dry weather.

D. N. Dunlap, Fontanelle, Ia.: Our crop of timothy seed will be a third larger than usual but dark in color.

The Braslan Seed Co. has been incorporated at San Jose, Cal., with \$75,000

capital stock, by O. H. Braslan, M. W. Williams, Chas. P. Braslan and Milton Bernard, of San Francisco.

The Missouri state crop report, as given out by C. A. King & Co., Sept. 5, says: Most of the clover was killed last year. Crop very light. But little spring planting cut for seed.

Receipts of clover seed at Toledo for the week ending Sept. 6 were 1,241 bags, and the shipments 650 bags; against 2,893 bags received and 1,079 bags shipped during the corresponding week a year ago.

F. D. Coburn, secretary of the Kansas State Board of Agriculture, reports that now for the first time alfalfa has a larger area in Kansas than any other cultivated grass. The state has 458,000 acres of alfalfa.

The grading of several cars of new timothy seed was submitted to arbitration recently at Chicago. The quality of the seed is said to be not as good as a year ago; but the cars in question were graded contract.

A Canadian seed dealer writes C. A. King & Co.: The case is hopeless over the greater portion of the seed-producing

district of Canada, where the weevil has entirely destroyed the bloom. If clover does not bloom there is no possibility of seed being produced.

C. G. Egly of Berne, Ind., called at this office Sept. 5 and reported that although clover seed had just begun to move the Berne Grain and Hay Co. has already taken in 150 bags. The crop is the largest in seven years. The crop of timothy seed is good, but as usual none will be shipped from Berne.

C. A. King & Co., Sept. 4: Reports of the clover seed crop continue badly mixed. Crop will be very irregular. Some sections say it is turning out better than was expected awhile ago. Other places report almost a failure. Now the possibility of late clover being hurt by frost is a factor. Quality of samples thus far received indicates a better quality than

this way. The demand has been excellent, and is likely to be, right along. There does not appear to be much shipping demand. Dealers here buying the seed and selling October and January against what they buy. Crop reports continue mixed. Many sections in Indiana complain of weevil, and lately we have received a good many reports from Ohio saying the plant is not filling.

A. E. Clutter, of Lima, O., who has been a shipper of clover seed for many years, says that the bulk of the brown seed some seasons comes from unripe seed on the low land, and it is a well known fact that high land produces the best seed and the early seed. Fields that promised nothing are in nice bloom on the high land, and heads well browned show it to be well filled, while on the low, rich parts of the fields is a large

Winnipeg Elevator Company's House at Regina, N. W. T.

No visitor from the States who has traveled thru Manitoba can fail to note the substantial character of the elevator buildings at country stations. The elevators in Manitoba and the Territories, in their construction and equipment, are said to be superior to buildings used at country stations for handling grain in any other part of the world.

A representative Canadian elevator is shown by the photograph reproduced in our engraving. This house is situated at Regina, the capital city of the Northwest Territory, and on the main line of the Canadian Pacific Railway, and has storage capacity for 70,000 bushels of wheat.

The house is of cribbed construction, steel sided and steel roofed. It is 40x50 feet on the ground, 56 feet to top of bins, and 81 feet to roof of cupola. The machinery consists of four stands of elevators, two of which extend to the cupola, a Eureka Wheat Cleaner of 2,000 bushels' capacity, two hopper scales, power shovel and car puller. From the farmer's wagon the grain is unloaded thru a Moulton & Evans Dump to a short stand of elevators which sends it to the separator. After having been cleaned the grain is elevated by the other short leg to either of the hopper scales. The farmer is paid for the good grain, the screenings and dirt being returned to him.

Cars can be loaded two at a time; and cars also can be unloaded, this work being facilitated by the power shovel.

Four of the 25 bins have a capacity of 5,000 bushels each. The elevators have their boots in steel tanks. Friction clutches are used in starting and stopping the machines. The transmission of power is by rope in the elevator and by shaft from the engine house 20 feet from the elevator building. The motive power is a 30-h.p. Otto Gasoline Engine.

The Winnipeg Elevator Co., Limited, of Winnipeg, Man., is the owner of this plant, which is only one of many forming what is considered to be one of the best lines of country elevators in America. When the 20 elevators on which work was begun this season have been completed the company will have a total of 74 houses, all comparatively new and all thereby modern. In improvements alone the company has this year spent over \$50,000.

The company has built new elevators, this year, at the following points: Mariapolis, Darlingford, Crystal City, Mather, Gainsboro, Frobisher, Milestone, Yellowgrass, Belle Plaine and Grand Coulee, and have under construction, at the present time, elevators at Burrows, Pendennis, Wheatland, Bradwadine, Kenton and Lenore, making sixteen in all.

The business was begun five years ago, under the name of Bready, Love & Tryon, with the erection of 14 elevators. The directors of the Winnipeg Elevator Company are: T. T. W. Bready, president, Winnipeg; John Love, vice president, Winnipeg; C. R. Tryon, Winnipeg; W. D. Matthews, Toronto; James Carruthers, Toronto; A. M. Nanton, Winnipeg, and E. B. Osler, Toronto. R. J. Howden, of Winnipeg, is secretary and treasurer.

The Winnipeg Elevator Company has an efficient executive staff. J. H. Smith is superintendent of construction. The traveling representatives are Frank Faulkner, T. S. Matheson, D. D. Lewers and James Carson.



Elevator at Regina, N. W. T., Canada, of Winnipeg Elevator Co., Limited.

last year, but hardly enough has been received to be a guide.

A London seed dealer writes C. A. King & Co. that the crop of red clover in England would be one of the smallest on record, even with the most favorable weather to the end of September. Continuous rains there, in France and all over the continent, point to the poorest European crop in years. Another London seed dealer wrote that conditions were a very little better than a while ago. That a hot, dry September might give a small crop, but at best it could not be over half an average crop.

J. F. Zahm & Co. write: Receipts of clover seed at Toledo have been rather large, and there is quite a little headed

growth, few heads, and in some fields plenty of rag weeds. If farmers could be prevailed upon to cut this heavy green stuff for hay and sow the high ground for seed all would be highly benefited. Seed would show much better quality and be less of it, and the rough heavy stuff would be better in hay, and in this way the rag weed seed would be eliminated from the seed and not mixed up with the whole product to worry the dealers to death to get it out. A concerted effort on the part of all the dealers upon the above lines while the rough stuff is yet green enough for hay should raise the quality of the seed 40 per cent., for the heads now ripe on upland have beautiful and bright seed.

Guarding Against Shortages in Shipments.

Shortages in shipments are not complained of so much as formerly, due no doubt to greater care and better facilities for weighing grain at shipping and terminal points. However, some shippers continue to take every precaution to prevent shortages and strive to place the blame for shortages where it belongs.

An Ohio shipper, after suffering exasperating losses in shipments of grain, looked up the law and took precautions to comply with it. He had large placards

scales or steelyards, for the purpose of weighing any property, who knowingly reports any false or untrue weight, whereby any person may be defrauded or injured, shall be fined not more than fifty dollars, or imprisoned not more than thirty days or both.

NOTICE TO CONSIGNEE.

Claims for shortage will not be considered unless railroad agent is notified immediately on unloading and given an opportunity to investigate, so that claim can be made against railroad if found correct. Also, in case of loss, seals on both sides of car must be returned to shipper, accompanied by affidavit.

No doubt the shipper's grain received greater care by the railroad company as well as elevator company at the terminal

fully and have modern facilities will profit by letting it be known. The better the facilities and the greater care exercised at point of shipment, the greater care may shippers expect at destination.

GRAIN CARRIERS.

The Cincinnati Northern Ry. has placed an order for 1,000 box cars.

The C., R. I. & P. Ry. will build a branch from Morris, Ill., to St. Louis.

The Santa Fe Ry. has abolished the transit restrictions on grain shipped in Kansas and reconsigned.

The Grand Trunk road has placed the contract for a 320 foot car ferry. It will have a capacity of 36 cars and cost \$350,000.

The Knight Errant, the largest steamer ever loaded at Odessa, left that port recently for London with 11,000 tons of grain, about 80 per cent of which is barley.

On September 1, the Minneapolis-Chicago railroads reduced the freight on wheat and its products between Minneapolis $2\frac{1}{2}$ c per 100 lbs, making a flat rate of 10c. This also applies to Milwaukee.

The ex-lake rates on grain for export from Erie, Pa., to Baltimore, were advanced Sept. 1 and will continue in force until Oct. 15. They are: On wheat and flaxseed, 4 1-10c a bushel; corn and rye, 3.85c a bushel; barley, 3.6c a bushel; oats, 3.1c a bushel.

Never before have the great lakes seen a season so full of record-breaking cargoes as the present. In grain the steamer Douglas Houghton took first honors by carrying 308,000 bushels of oats and 60,000 bushels of corn from Manitowoc to Buffalo.

It is alleged by Kansas City Board of Trade men that the Burlington road is discriminating against Kansas City. It is said that the road is hauling grain from

NOTICE TO CONSIGNEE.

This car was carefully weighed by.....

and it contains lbs. of

A sworn certificate is attached to invoice. The car is sealed on both sides with Sidney seals. In case of loss, leakage, broken or changed seals, all of which can be noticed, the Railway Agent must be notified at time of unloading, and upon receipt of affidavit showing loss through wreck or leakage, and expense bills, will send draft to cover loss, but will not guarantee to pay shortages without evidence of loss.

Car No. We keep samples of all cars of grain shipped.

Sidney, O., 190 O. S. MARSHALL & SON.

Two of these notices, printed on Cards 8 x 10 inches, and properly filled, are tacked in each car.

8x10 inches printed in duplication of his notice to consignee and tacked two of these in each car loaded with grain. The notice to consignee was also printed on small slips reproduced herewith and mailed to the consignee, together with a certificate of weight, which likewise is

point, because he gave every evidence of exercising extreme care himself. We notice that the seals of shipping point were specified, but the number or initial of seal in each case was omitted. Had this been supplied in his notice to consignee tampering with seal in transit could read-

SIDNEY, OHIO, 190.....

This Certifies That..... Car No.
containing..... was carefully weighed by me, and that
the total weight of the..... contained in the said car
was..... lbs., bushels, and that the
said car was in good condition when loaded at this place.

Signed Weigher.

STATE OF OHIO, }
SHELBY COUNTY. } SS

Personally appeared before me the above named..... weigher, and
made oath that the above certificate subscribed to by him is true to the best of his knowledge and
belief.

Notary Public in and for Shelby county, Ohio.

produced herewith. On the back of the certificate of weight he printed the revised statute and notice to consignee, all of which is reproduced herewith.

SECTION 7057, REVISED STATUTES OF OHIO.

Whoever knowingly sells, or directs or permits any person in his employ to sell, any property, and makes or gives any false or short weight or measure, and any person owning or having charge of any

ily have been detected. These notices also placed those who unloaded the cars on guard for broken cars or sprung boards.

Shippers who do not exercise great care in weighing grain into well-coopered cars are not in a position to detect shortages should they occur. But those who conduct their own part of the work care-

its territory in Nebraska to St. Louis for an excess of only 2c a hundred pounds over the rate to Kansas City.

It has been announced that a line of steamers will be placed on the lakes at once to carry grain from Port Arthur and Ft. William to Georgian Bay ports. The steamers are now on their way from England. They will be run in connec-

tion with the Canadian Northern railway.

The reductions in grain rates from eastern Washington to Pacific coast terminals recently made by the Northern Pacific, Great Northern and the Oregon Railroad and Navigation Co. amount to 10 per cent. General reductions have also been made from points all along the northern lines to Minneapolis and St. Paul.

The New York Board of Trade and Transportation has sent to the superintendent of public works at Albany a strong protest against the leasing of the Erie Basin at Buffalo to the shipbuilding company. The Canal association is also making a strong protest against such a lease. New York canal interests are very strongly opposed to the lease, believing that it is only an additional item in the strong railroad opposition to the improvement of the canals.

An important ruling has been made by the Terminal Dispatch Association of St. Paul. It has voted to extend the jurisdiction of the association to North and South Dakota and Minnesota and will establish demurrage charges on freight cars, in all classes of merchandise in the Twin Cities and points within a radius of 15 miles. This ruling went into effect Sept. 8. A charge of \$2 will be made on each car held 24 hours. A certain leeway is given the shippers, as they are permitted to use the cars 48 hours without charges.

British inland millers are trying to arrange with the railroads for improving grain-carrying facilities. Dissatisfied with the present system of shipping in sacks, they propose to furnish their own "bulk trucks," which are small flat cars. Certain progressive millers even go so far as to suggest "covered trucks" (box cars), the common open trucks with leaky canvas covers being objected to because on wet days they permit damage to grain in transit. All of which is curious reading for us in America, who do things so differently.—Roller Mill.

A steel road consisting of track plates 12 inches wide laid on concrete broken stone is to be experimented with in New York City.

When a gas engine is new, all of its parts are perfectly adjusted. So long as all of these adjustments are maintained it will continue to work, but if some of the parts wear or corrode, this must be counteracted by new adjustments of one and renewals of the other. This cannot be done once a week or month, but needs attention every day, so that when signs of failure are apparent to the skillful attendant, a remedy may be applied before the engine declines to go. This is the secret of successful operation of gas engines, but it includes that constant vigilance, which is the price of success everywhere.

Our exports of breadstuffs during the seven months ending Aug. 1, 1902, included 61,584,882 bushels of wheat, 6,168,617 bushels of corn, 2,761,479 bushels of oats, 1,753,035 bushels of rye and 1,837,539 bushels of barley; compared with 95,826,374 bushels of wheat, 87,781,999 bushels of corn, 21,433,817 bushels of oats, 1,780,242 bushels of rye and 1,653,180 bushels of barley exported during the corresponding months of 1901, as reported by O. P. Austin, chief of the bureau of statistics. The total value of all breadstuffs exported during the seven months was \$89,340,350; compared with \$163,907,596, their value during the corresponding months of 1901.

SUITS AND DECISIONS

Michael Olson has brot suit against the Gee Grain Co., of Minneapolis, Minn., for \$10,000 damages. His leg was broken while working in the engine room of the company's feed mill.

C. A. King & Co., of Toledo, O., have brot suit against L. B. Swem & Co., grain dealers of Jackson, Ind., to recover \$488, the alleged overdraft on five cars of grain sold and delivered. King & Co. attached the account of Swem & Co., with H. W. Devore & Co.

George Law has brot suit against the Brooks-Griffiths Co., at Minneapolis, Minn., to recover \$20,000 damages for personal injuries alleged to have been sustained while working in the defendant company's elevator at Stanton. He fell 34 feet and injured his spine.

A compromise of the long drawn out suit of the Abilene Mill & Elevator Co., Abilene, Kan., against the Union Pacific Railway has been effected by the payment of \$12,000 for the burning of its mill. It was alleged that the fire was started by sparks from a locomotive engine. The company also received \$15,000 from the insurance companies.

J. A. Jamieson has failed to obtain the injunction asked of the court to prevent the Canadian Northern Railway from continuing the work on the elevator at Port Arthur, Ont., for which he had the contract. The railroad company became dissatisfied and took the work out of Jamieson's hands.

Adolph Kempner has brot suit against W. L. Sackett, of Morris, Ill., to recover \$2,000 due as the result of transactions in grain futures. It is alleged that Mr. Sackett went to Mr. Kempner, who is a broker at Chicago, and placed certain orders for oats, stating that they were guaranteed by Geo. H. Phillips.

The authority of an agent to bind his principal grows out of the power with which he is expressly or impliedly invested. If his actual power is exceeded, the principal will not be bound, unless he has made him ostensibly his agent, by so treating with him, as to create a presumption of authorized agency, or unless he has held out the agent as possessed of general authority to act in his behalf.

Louis Eland has brot suit against the D. Rothschild Grain Co., at Davenport, Ia., to recover \$15,000 on account of injuries to his hand and arm while employed in defendant's elevator operating the car puller. His hand was caught between the rope and the drum of the car puller. He alleges that the rope was not of a substantial kind and that the elevator was poorly lighted.

A check is an instrument in writing drawn on a bank, directing the payment to the person named, to his order, to bearer, or to "currency," a specified sum of money, which is on deposit with the bank, and naming no date of payment. It is due on presentation, and is not entitled to days of grace. The making of a check, and having the same certified by the bank passes no title to the funds on which it is drawn until the check is delivered. Depositing in the mails is not delivery, because under the regulation of the post office department, a letter may be withdrawn by the sender.

When a purchaser returns, or declines to receive, property sold him, without any legal right to so do, the seller has his choice of either one of three methods to indemnify himself: first, he

may store or retain the property for the purchaser, and sue him for the entire purchase price; second, he may sell the goods, acting as an agent for that purpose of the purchaser, and recover the difference between the contract price and the price obtained on such resale; or, third, he may keep the property as his own, and recover the difference between the market price at the time and place of delivery and the contract price. But before the seller proceeds to a resale he should manifest his intention to do so by a preliminary notice to the purchaser that he intends to resell, and will hold him liable by the price obtained.

THE SUPPLY TRADE

The Stephens-Adamson Mfg. Co., Aurora, Ill., has certified to an increase in its capital stock from \$35,000 to \$50,000.

John Waldron, the late president of Sprout Waldron & Co., Muncy, Pa., died at his home in Muncy, Aug. 4, in the fifty-ninth year of his age.

To get best results from advertising in different papers it is necessary to study the character of the publication and the peculiarities of its readers.

Beeman & Co., Minneapolis, Minn., manufacturers of grain cleaning machinery, are building a plant at Winnipeg, Man., from which point their Canadian business will be handled.

Advertising will not make a fortune for you in a day, but, if done judiciously, it will pay handsomely in the long run. If it will pay you to do business, it will pay you to advertise.

The Kearns Bag Co. has been incorporated at Chicago, with a capital stock of \$10,000, to manufacture bags and baggings. The incorporators are Daniel P. Kearns, Joseph Cassleman and Dudley Taylor.

Tweeddale & Harvey, R. D. Aitchison, Manager, Chicago, manufacturers of the Perfection Grain Drier, have issued a neat folder, showing two cuts of the drier, together with descriptive information regarding same.

The Allis-Chalmers Co., Chicago, has closed its Buffalo plant. The machinery will be shipped from that place to its Scranton, Pa., and West Allis, Wis., plants. The location at Buffalo was unfavorable for shipping the shop's output.

The Robert Aitchison Perforated Metal Co., Chicago, Ill., has issued a 36-page booklet bound in a corn colored cover, neatly printed in black and red. It illustrates a large number of the 600 varieties of perforations made by this firm. Those who need perforated metals should send for it.

The Hall Distributor Co. of Omaha, Nebr., report the growing crops in northern Nebraska are the best ever known in the history of the state, both in small grain and in corn. Unless hail or wind storms lodge the heavy growth of oats and wheat, it will tax the railroads to their utmost capacity to move it, as much of it will be threshed from shock this year.

An unique advertising novelty recently sent out by Rosenbaum Bros. of Chicago represents what purports to be part of the firm's trading card for Sept. 5. It shows sales of standard at 37½; 3 white oats at 37, 34, 35½, 36 and 34¼, and of No. 4 at 28¼, 31 and 29½ cts., all of which the firm contends, shows it pays to consign your oats to be sold on their merits?

Annual Meeting of

Change of Meeting Place.

Every member of the National Association regrets that it became necessary to change the place of the annual meeting, for Memphis had been talked so long that even the ardent champions of Milwaukee and Minneapolis had their hearts set on visiting the Hub of the South.

That genuine Southern hospitality and McKellar's famous mint juleps, so long wished for, will not be forgotten, but the thought of a later meeting in Tennessee's metropolis will be cherished with the hope of its early realization.

While Peoria has but a short time to prepare for the meeting, progressive grain dealers and enterprising citizens can be depended upon to tender the visitors a cordial welcome.

S. S. Tanner, who so eloquently championed the cause of Peoria at Des Moines, can be depended upon to show the dealers around the outside of the factories which pay the big internal revenue taxes.

Committees Grain Dealers National Association 1901-02.

Executive Committee:—Chairman, B. A. Lockwood, Des Moines, Ia.; J. W. McCord, Columbus, O.; Geo. A. Stibbens, Chicago, Ill.; A. R. Sawers, Chicago, Ill.; J. P. Harrison, Sherman, Tex.

Arbitration Committee:—Chairman, H. H. Peters, Chicago, Ill.; J. A. King, Nevada, Ia.; T. W. Swift, Battle Creek, Mich.

Transportation Committee:—Chairman, C. M. Harrington, Minneapolis, Minn.; Thomas Costello, Maroa, Ill.; G. L. Graham, St. Louis, Mo.; Fred Mayer, Toledo, O.; E. L. Rogers, Philadelphia, Pa.

Trade Rules Committee:—Chairman, W. N. Eckhardt, Chicago, Ill.; J. L. Wright, St. Louis, Mo.; John C. Robb, Kingfisher, O. T.; W. W. Cargill, La Crosse, Wis.; C. England, Baltimore, Md.

Legislation Committee:—Chairman, P. E. Goodrich, Winchester, Ind.; L. Cortelyou, Muscotah, Kan.; F. D. Stevens, Purcell, I. T.; Geo. R. Nichols, Chicago, Ill.; W. C. Bayles, Mt. Pleasant, Ia.

Committee on New Members—Local Chairmen:—C. Knox, Toledo, O.; R. S. McCague, Pittsburg, Pa.; Walter Kirwan, Baltimore, Md.; Dan'l P. Byrne, St. Louis, Mo.; C. C. Miles, Peoria, Ill.; C. B. Slade, Chicago, Ill.; M. W. Lee, Minneapolis, Minn.; F. F. Collins, Cincinnati, O.; S. C. Woolman, Philadelphia, Pa.; C. D. Jones, Memphis, Tenn.; N. B. Hieatt, Kansas City, Mo.; E. P. Bacon, Milwaukee, Wis.; S. W. Yantis, Buffalo, N. Y.; F. M. Murphy Indianapolis, Ind.; Franklin Edson, Jr., New York, N. Y.



Officers of National and Affiliated Associations.

The officers of the national and its affiliated associations are as follows:

Grain Dealers National Association: Pres., B. A. Lockwood, Des Moines, Ia.; 1st vice-pres., T. P. Baxter, Taylorville, Ill.; 2d vice-pres., H. S. Grimes, Portsmouth, O.; sec'y and treas., Geo. A. Stibbens, Chicago, Ill. **Directors:** Arthur R. Sawers, Chicago, Ill.; Jay A. King, Nevada, Ia.; D. Hunter Hamburg, Ia.; L. Cortelyou, Muscotah, Kan.; J. A. Carden, Winfield, Ia.; J. P. Harrison, Sherman, Tex.; F. D. Stevens, Purcell, I. T.; Thomas Costello, Maroa, Ill.; J. W. McCord, Columbus, O.; E. A. Grubbs, Greenville, O.; A. W. Loughry, Monticello, Ind.; I. B. Newman, South Milford, Ind.; C. M. Barlow, Kokomo, Ind.; James Wellington, Anderson, Ind.

Iowa Grain Dealers Association: Pres., Jay A. King, Nevada; Sec'y and Treas., Geo. A. Wells, Des Moines.



I Will Meet You at Peoria, Morning of Oct. 1. Don't Forget.

Illinois Grain Dealers Association: Pres., H. N. Knight, Monticello; Sec'y and Treas., H. C. Mowry, Forsyth.

Indiana Grain Dealers Association: Pres., E. H. Wolcott, Wolcott; Sec'y and Treas., S. B. Sampson, Indianapolis.

Ohio Grain Dealers Association: Pres., H. S. Grimes, Portsmouth; Sec'y and Treas., J. W. McCord, Columbus.

Southern Minnesota and South Dakota Grain Dealers Association: Pres., J. L. McCaull, Minneapolis; Sec'y and Treas., C. A. May, Minneapolis.

Grain Dealers Union, S.-W. Iowa & N.-W. Missouri: Pres., D. Hunter, Hamburg, Ia.; Sec'y and Treas., G. A. Stibbens, Chicago, Ill.

Kansas Grain Dealers Association: Pres., L. Cortelyou, Muscotah; Sec'y and Treas., E. J. Smiley, Topeka.

Oklahoma and Indian Territory Grain Dealers Association: Pres., D. McKinsty, Perry; Sec'y and Treas., C. T. Proudy, Kingfisher, Okla.

Texas Grain Dealers Association: Pres., G. J. Gibbs, Clifton; Sec'y and Treas., H. B. Dorsey, Weatherford.

Grading of the sites of the palaces of agriculture and horticulture at the Louisiana Purchase Exposition, St. Louis, Mo., has begun. The agriculture building will cover more than 22 acres, and will be one of the most prominent of the 15 large buildings. It will contain the agricultural exhibits of states and nations of the world.

Program Annual Meeting of National Association.

The Sixth Annual Meeting of the Grain Dealers National Association will be held in Peoria, Ill., Oct. 1, 2 and 3, 1902.

The program so far as completed follows:

WEDNESDAY, 9 A. M., OCTOBER 1. Board of Directors will meet.

WEDNESDAY, 10 A. M., OCTOBER 1. Invocation.

Welcome to State—Judge Worthington, Peoria, Ill.

Welcome to City—Frank J. Quinn, Peoria, Ill.

Response to East—James C. Gorman, Vice-President Chamber of Commerce, Philadelphia, Pa.

Response for Southeast—C. D. Jones, Memphis, Tenn.

Response for Northwest—G. D. Rogers, Sec'y Cham. of Commerce, Minneapolis, Minn.

Response for Southwest—G. J. Gibbs, President of the Texas Association, Clifton, Texas.

WEDNESDAY AFTERNOON, 2 P. M. President's Address—B. A. Lockwood, Des Moines, Ia.

Secretary's Report—Geo. A. Stibbens, Chicago, Ill.

Treasurer's Report—Geo. A. Stibbens, Chicago, Ill.

Crop Statistics—John Hyde, Statistician U. S. Department of Agriculture, Washington, D. C.

THURSDAY, OCTOBER 2, 10 A. M. Report of Auditing Committee.

Report of Executive Committee, Amendments and Changes of Constitution and By-Laws.

Repeal of Duty on Canadian Grain—J. L. McCaull, President Minnesota and South Dakota Association, Minneapolis, Minn.

Why All Receivers Should Support the National Association—W. T. McCray, Kentland, Ind.

The Future Grain Trade of the Canadian Northwest—Frank O. Fowler, Sec'y Northwestern Grain Association, Winnipeg, Man.

State and National Arbitration—Jay A. King, President of the Iowa Association, Nevada, Ia.

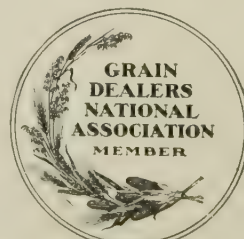
THURSDAY AFTERNOON, 2 P. M. Uniform Inspection of Grain—John O. Foering, Ex. Ch. Gr. Inspector, Philadelphia, Pa.

Grain Corners—F. O. Paddock, Toledo, Ohio.

Against Cash Grain—Homer H. Peters, Chicago, Ill.

Why Track Bidders Should Confine Their Purchases to Regular Grain Dealers—W. S. Washer, Atchison, Kan.

Inspection Departments Operating Under State Laws Should Be Placed Under Civil Service Rules—S. W. Yantis, Buffalo, N. Y.



National Association.

FRIDAY, 10 A. M.

Improved Weighing Methods at Terminals—William B. Harrison, St. Louis, Mo.
Mutual Fire Insurance—C. A. McCotter, Indianapolis, Ind.
Report of Committee on Resolutions.
Election of Officers.
Miscellaneous Business.
All possible time will be given for discussion immediately after each address.
Adjournment.
Meeting of new Board of Directors.

Will You Be There?

Andy Kuhl, Baltimore, writes: "I will meet you at the convention Oct. 1."

Will you be there?

Railroads Entering Peoria.

The railroads entering Peoria, Ill., are C. B. & Q. R. R.; C. & A. R. R.; C., P.

Des Moines Delegation at Peoria

The Cereal Club of Des Moines proposes to make a good showing at the Peoria meeting of the National Association and will make its presence known.

As it comes marching up the street, preceded by a brass band and with banners flying, the visitors will wonder how can the grain dealers from other centers exhibit more enthusiasm or show more interest in the meeting. The Des Moines dealers will surely do everything in their power to help swell the attendance at Peoria and make the meeting the grand success attained at the Iowa capital last year.

Arbitration and Adjustment of Differences.

By Geo. A. Stibbens, Secy. G. D. N. A.
Arbitration in the grain business is

case wherein a member has been disciplined.

It is indeed very gratifying to know that we are not compelled to go into the courts to collect a small account and to know that we do not have to spend more in the way of attorney fees than the claim amounts to.

When a dealer refuses to arbitrate a difference he says to the trade practically that he is unfair and dishonest, and a sentiment should be created to treat such people as you would treat a scoop shovel dealer and I believe it can be done.

In order to put arbitration to the front the whole trade must agree to adopt it and when done, it will do away with endless litigation and save to those in the trade thousands of dollars every year. Every organization should adopt the same rules and all would soon understand it and each organization would know how a sister organization would



Coliseum, Peoria, Ill., Where Annual Meeting of the Grain Dealers' National Association Will Be Held. Seating Capacity 6,000.

& St. L. R. R.; C., R. I. & P. R. R.; Big Four; Illinois Central; Iowa Central; L., E. & W. R. R.; C. & N. W. R. R.; Peo. & Pekin Term.; Peo. & Pekin Union; Rock Island & Peoria; T., P. & W. R. R.; Vandalia Line, and A., T. & St. Fe. R. R.

a new feature, but has come to stay. I have been told that you cannot compel a man to arbitrate a difference but you can come so near it that it practically amounts to compulsory arbitration.

When a grain dealer or a receiver fully realizes the fact, that if he refuses to arbitrate that he will be suspended or expelled from the organization of which he is a member and the facts published to the trade he will be very slow in refusing to submit his difference to an arbitration committee. Some one may say that we would come in contact with a damage suit should we publish to the trade such facts. From a legal standpoint we have a right as an organization to furnish each one of our members full information as to the facts regarding any

handle the same matter. It should be possible to appeal from the decisions of a state or local arbitration committee, to the arbitration committee of the Grain Dealers National Association.

If uniform methods were adopted by all associations the work would be more



effective and would be better understood by all receivers. Under the present system each Secretary has a different method to use to bring about a given result. If each Secretary handled a certain matter exactly alike there would be no confusion and every receiver would fully understand our plans in a short time and the results would be better.

Peoria Board of Trade.

The Peoria Board of Trade, which has a membership of about 100, is composed principally of grain dealers, grain brokers, millers and distillers. It was organized in 1870, and for a number of years has occupied a building of its own,

whose year are: President, J. W. Gift; Vice-Presidents, J. S. Talbot and Adolph Woolner, Jr.; Secy. R. C. Grier and Treasurer Walter Baker.

Directors, A. G. Tyng, W. R. Buckley, J. M. Quinn, B. Warren, Jr., Frank Hall, C. C. Miles, R. A. Whitney, J. Washenheimer, T. A. Grier, and F. M. Cole.

Committee of Arbitration, Frank Baker, M. W. Goss, H. F. Velde, Horace Clark, S. R. Clarke, and H. W. Lynch.

Committee on Appeals, John Thode, Frank Murden, Robt. Grant, P. B. Miles, P. S. Nowland, and M. B. Pratt.

It is a foregone conclusion that the members of the Peoria Board of Trade will exert themselves to welcome the

Too Late to Classify.

James R. Willard, for fifteen years a member of the Chicago Board of Trade, died on the evening of Sept. 6, of peritonitis.

An elevator belonging to Chas. Counselman & Co. at Gilmore, Ia., was destroyed by a fire which swept through the town, causing a total loss of \$50,000.

Hugh Paul, of the firm of Ross T. Smith & Co., dealers in grain at London, England, reached Baltimore Aug. 29. He will take a western trip to find out what are the prospects for the corn crop.

Continuous trading in grain futures as conducted on the eastern exchanges



Board of Trade Building at Peoria, Ill.

on a prominent corner of the city. The Board has charge of the weighing and grading of grain at Peoria and establishes rules governing the grading of grain, rates for sampling and weighing, as well as storage charges.

The city has three elevators, the Burlington, Iowa and Central City with an aggregate storage capacity of two million and a quarter bushels. Total transferring capacity of these three houses is said to be 550 cars daily.

The officers of the Board for the en-

grain dealers of the country to Peoria next month.

Glucose now is used in the manufacture of butter.

A gas engine of 1,200 horse power has been built in Belgium. It has two cylinders of 51 inches diameter.

The proposition to make No. 2 hard winter wheat a good delivery on contracts for No. 2 wheat was defeated Sept. 8 by a vote of the members of the Chicago Board of Trade.

was begun on the San Francisco Merchants Exchange Sept. 2. Barley and wheat are the specialties, and December is the favorite option.

R. H. Bunch, for 21 years with S. C. Bartlett & Co., and Bartlett, Frazier & Co., has been admitted a partner in Rumsey & Company, grain commission merchants at Chicago, and will have charge of orders for future delivery, enabling his brother, F. M. Bunch, to devote all of his time to the receiving and shipping business.

Nordyke & Marmon Co's Shops.

Over half a century ago Ellis Nordyke began the manufacture of an improved flour bolt in a small one-room shop at Richmond, Ind. So well were his machines built that the foundation was then laid for the present prosperous business of the Nordyke & Marmon Co., a birds-eye view of whose shops at Indianapolis is shown by the accompanying engraving. During the past fifty years there has been some changes in the firm, but the name Nordyke has always stood at the head. In 1858 Addison H. Nordyke became a partner and the firm was E. & A. H. Nordyke. In 1866 Daniel W. Mar-

A New Remedy for Weevil.

Each year weevil and other grain-infesting insects cause heavy losses to grain dealers, millers and farmers. In fact, their depredations in the southern states, where the climate is warm enough to permit of their breeding throughout the year, is alarming. Some grain dealers and millers have sought to secure relief from these pests by the use of bisulphide of carbon, which when exposed to an open flame under ordinary circumstances is so powerful an explosive that the fire insurance companies have declined to grant permits for its use in property covered by their policies. The sufferers, however,

tho all were kept in the warm sunshine for ten days thereafter. Hence it is reasonable to believe that the claims of the chemist that eggs and larva are also killed is true.

Hydrocyanic acid gas has about one-half the density of air; hence diffuses four times as quickly, and it is necessary to make building about to be treated as air tight as possible. It is better that the gas be applied on a calm day, then it will not require so much gas to effect the killing. It is also necessary to provide ropes so that windows and doors can be opened from the outside to effect a thorough ventilation before any human being enters. If the building contains the faint-



Shops of the Nordyke & Marmon Co., at Indianapolis, Ind.

mon was admitted to the firm and the name was changed to Nordyke, Marmon & Co. In 1871 the business was incorporated under this name and in 1876 reincorporated the Nordyke & Marmon Co., which it bears at present. Daniel W. Marmon is now president and Walter C. Marmon secretary of the company.

The business grew rapidly at Richmond, but in 1876 it was moved to Indianapolis on account of the superior transportation facilities of the capital city.

The works are systematically arranged, having the wood-working department on one side and the iron-working on the other, while the finishing, storage and shipping departments connect the two on the north end. The lumber yard and storage for raw materials, supplies, etc., are located at the south end. A private switch, connecting with the Belt Railway, extends the entire length of the property.

The plant now occupies about 12 acres of ground, while the buildings contain nearly 250,000 square feet, not counting the new foundry, which is to be 104x330 feet. It is a model factory, built for the manufacture of flour mill machinery and supplies, as well as feed mills and elevator supplies.

The slow-burning type of mill construction has been employed thruout, while as an additional fire protection the company has its own waterworks system and a well-organized fire department.

The policy of the company is building only one class of machinery, and that the best. This, together with the fact that it is always on the lookout for new ideas that will bring forth improvements that are practical and beneficial, has placed the Nordyke & Marmon Co. in the front.

have not always been deterred by lack of a permit, but have used the carbon in defiance of the insurance companies and borne the risk of an explosion themselves.

Col. W. L. Barnum, secretary of the Millers National Insurance Co., of Chicago, desiring to assist elevator men and millers in securing relief from the pests, employed a competent chemist to conduct a number of extensive experiments with hydrocyanic acid gas, in hope of arriving at some method whereby elevator men and millers could use it for their own protection, and without danger of destroying the property.

The gas is most powerful and penetrating. It is not explosive under the conditions needed to kill parasites and larva. It will not injure the grain, machinery or other contents of the building, but it is a most deadly gas, so that great care must be exercised in handling it lest those applying it as well as insects be killed. The gas is formed by dropping potassium cyanide into diluted sulphuric acid, chemically pure cyanide being used. However, it is not safe for the elevator man to attempt to apply the gas himself. He should employ a competent chemist to do it for him.

One remarkable action of the gas is that it destroys life in larva and eggs as well as in animate creatures. Rats, mice, weevil, all kinds of bugs and worms are quickly killed. Sweepings from dark corners of old mills, screenings from the dead ends of conveyor boxes, and other accumulations of grain screenings and scourings which contained many varieties of weevil and grain-infesting insects, after being subjected to this gas for a short time did not bring forth a new brood, al-

est trace of bitter almond or peach pit odor it is dangerous to enter. The application should not be applied except by a competent chemist, and then it is well to air the building all night before entering it. No lights or fire should be permitted in building during the application of the gas. All bins and machinery should be cleaned out and opened to facilitate the diffusion of gas to all parts.

One peculiar effect of the gas is that it produces a tickling sensation in the throats of all insects, and shutting off their supply of air, they come out of their holes, cracks and crevices, that they may breathe easier, with the result that all are soon dead.

The exact proportions of the different ingredients can be obtained by addressing Col. W. L. Barnum, secretary Millers National Insurance Company, Chicago, Ills.

"The work you are trying to do against the scoopers and irregular buyers is very apparent to any one who reads your Journal. Your general attacks are doing all that could be expected in that way, and are largely beneficial by preventing the regular dealers from going to sleep and forgetting the danger to which they are exposed all the time. A realization of that fact always makes them more active in helping some of the others who are in trouble."

The Winnipeg Elevator Co., Ltd., Winnipeg, Man.: We would take the Grain Dealers Journal if it cost us \$20 a year. That gives you an idea how much we think of it.

GRAIN TRADE NEWS.

CANADA.

R. Cooper, Welland, Ont., is installing a No. 9 Clipper Cleaner with traveling brushes and special air controller.

The total number of cars of wheat inspected at Winnipeg, Man., during the 12 months prior to Sept. 1 was 57,500.

The Dominion Grain Growing Co. has been incorporated at Ottawa, Ont., with \$100,000 capital stock by citizens of Chicago.

The A. B. Wolvin syndicate has purchased for \$85,000 the elevator at Prescott, Ont., of the defunct Prescott Elevating Co.

No room for grain on Canadian Pacific Railway steamers will be available at Port Arthur, Ont., says an eastern agent of the company.

Morrison Bros., former operators of a mill at Bridgen, are looking for a suitable location at Wallaceburg, Ont., to erect an elevator and flour mill.

The John S. Metcalf Co., of Chicago, is drawing plans for the elevator of the Montreal Warehousing Co., to be erected at Montreal, at a cost of \$750,000.

W. L. Parrish, Winnipeg, Man., Aug. 29: The harvest is progressing at a good rate, the weather being all that can be desired to ripen the grain.

Fourteen elevators have been completed by the Ogilvie Flour Mills Co. during the present season and others are being built as fast as lumber can be obtained.

The firm of James Carruthers & Co., Ltd., has been incorporated at Toronto, Ont., with \$100,000 capital stock. Incorporators: James Carruthers, C. W. Bond and others.

Plum Coulee, Man., has the honor of shipping the first car of wheat to Winnipeg this season. The car was received Aug. 31, and was bot by the Ogilvie Mills Co. Chief Horn called it No. 1 hard.

The Winnipeg Grain Exchange has voted to purchase a site on which to erect a suitable building for the use of the Exchange. The lease of the present quarters will not expire for five years.

Albert E. Stuart of London, England, W. R. Staveley of Montreal and others are interested in the organization of a company at Montreal to build and operate a grain elevator. Capital stock, \$250,000.

G. A. Heatherington, Rodney, Ont., is placing in his cleaning outfit a No. 9 Clipper Cleaner with traveling brushes, clay-crushing rolls, special air controller and dustless attachment.

Smith & Hunter, Carnduff, E. Assa., Canada, Aug. 23: Crops never looked better in this district; wheat will probably average 30 bushels to the acre; harvesting will become general by Aug. 27.

William Martin, manager for several years of the buying department of the Northern Elevator Co., at Winnipeg, although retaining his interest in the firm, has retired from active service and will attend to private business.

The Independent Grain Co. has been

organized at Treherne, Man., with \$50,000 capital stock, to buy and sell grain. Those interested are Thomas D. Robinson, Alexander B. Bethune, B. L. Richardson and John K. McLennan.

A Minneapolis firm is arranging to erect an elevator of 20,000 bushels' capacity at Lowe Farm, Man. Last year part of the large crop of over 100,000 bushels was shipped by farmers and an elevator is badly needed.

Geo. H. Shaw, traffic manager of the Canadian Northern Railroad, expects that his road, which last year carried 10,000,000 bushels of wheat to Duluth, Minn., will this year carry 13,000,000 to Port Arthur, Ont., instead.

H. H. Wells of Morris, Minn., and C. H. March of Litchfield, Minn., president and secretary of the Manitoba Land & Investment Co., who have bot the properties of the Northern Elevator Co., state that they have ordered material for 6 additional elevators.

Russell, Man., seems to be a good grain station. Two new elevators are being built, one by Plowman & Atkinson of 20,000 bushels' capacity and the other by W. B. Lennard of 24,000 bushels' capacity. Mr. Lennard is also building an elevator at Langenburg.

The Lake Huron & Manitoba Milling Co., Ltd., has been incorporated at Goderich, Ont., with \$400,000 capital stock, and will conduct a general grain, elevator and milling business. It has purchased the property of Ogilvie & Hutchinson at Goderich and purposes to erect a warehouse of 40,000 barrels' capacity. Directors: James Clark, president; George Acheson, vice president; S. A. McGraw, manager.

A. Macdonald and others have recently started the Independent Grain Co., in hope of conducting a grain commission business at Winnipeg. By maligning the regular trade and seeking to obtain farmers' shipments by telling them they have been robbed, these honesty monopolists have cast suspicion upon their own motives. True, they have succeeded in obtaining a lot of free advertising, but it is not likely to do them any good.

William Saunders, superintendent of experimental farms for the Dominion, on his return from a western trip, said: I visited the country north as far as Saskatoon, and as far south as Milestone, and everywhere I found the crops good and in a number of places unusually heavy. The wheat crop in the territories will, I think, show a higher average yield than Manitoba, the heads being larger and heavier, but it is later than Manitoba.

Stringent rules have been made by the German customs administration to end the importation of Canadian grain under the pretense that it is of United States origin. With all consignments of grain shipped from ports north of Philadelphia, including the great lakes, proof must be furnished that Canada is not the place of origin. Proof must be forthcoming not only in the form of an American certificate of origin given before shipment, but in any confirmatory form available, at Hamburg, such as ships'

papers, invoices, bills of lading, commercial correspondence, etc. Wheat, rye, oats, barley and pease come within the forms of the new regulation.

Manitoba's splendid wheat crop will find the market practically limited to Great Britain. France this year has produced a crop fully equal to its home consumption; and Germany discriminates against grain grown in Canada while welcoming the wheat of the states. American wheat cannot be shipped to Germany and replaced in American mills by importations from Canada, on account of the prohibitive duty on grain imported into the United States. This condition is felt most severely by the spring wheat millers of the northern states who are denied the good and cheap wheat used by their competitors in Canada and Great Britain. Hitherto the limited market for Canadian wheat has not been a serious disadvantage, on account of the comparatively small size of the crop.

The Fort William correspondent of the Winnipeg Free Press writes: A dry harvest in the west is now almost assured, and this will mean that the wheat will be rushed to market very quickly after it is cut, and the danger of a blockade becomes more apparent. Everyone here who looks at the situation fairly, must see that the C. P. R. are not nearly so well prepared to handle wheat here as they were last year, as only two handling elevators will be working at this port up to the close of navigation. It has been announced that elevator D would be ready to receive this fall, but it is simply absurd to make such a statement. It was intended to put in temporary handling machinery, but the idea was dropped and the contract given for a permanent elevating apparatus. Work on this has not yet been started, and competent judges say it cannot be built in less than two months.

James Carruthers, grain broker of Toronto, Ont., says: We ship a great deal of American grain at Montreal for Hamburg, and in every case we must make a certificate of its origin. The certificate is sworn before a German consul, to whom we pay a fee of \$2 or \$3 on bills of 8,000-bushel lots, and for a 40,000-bushel lot we must have five certificates, and so on according to the amount. We have to certify that there is no Canadian grain in the lot. The difference between the German duties on Canadian and American grain averages about five cents a bushel in favor of the American product. This is a discrimination which practically excludes Canadian wheat from German markets, although there has been a good deal shipped to Antwerp, which, no doubt, finds its way into Germany without payment of the retaliatory duty. The action of Germany was taken in retaliation of Canada's Most Favored Nations treaty, which excluded Germany from its operations.

Harvest hands have been handled most expeditiously by the Canadian Pacific Railway. Profiting by the experience of last season better arrangements were made for distributing the men from Winnipeg to the districts where needed. Delegates chosen by the farmers of each district were given free passes on the trains, so that they could engage the laborers en route and give advice. Seven C. P. R. clerks in the temporary office at Winnipeg had complete lists of farmers needing help, and checked off each man as he went forward. When a district had been supplied no more were

sent, the stream of workers being diverted to other districts.

The remarkable development of the grain trade in the Canadian northwest is shown by the large number of grain elevators under construction. The Telegram of Winnipeg, Man., publishes the following list of 157 elevators for which licenses have been obtained to build: Alexander, Albert Fenwick, 30,000; Altona, J. & F. Schwartz, 50,000; Arden, Wilson & Co., 25,000; Arcola, Arcola Farmers Elev. Co., 25,000; Arcola, Western Elevator Co., 25,000; Antler, Western Elevator Co., 18,000; Ashdown, Winnipeg Elevator Co., 25,000; Balgonie, Winnipeg Elevator Co., 30,000; Broadview, W. C. Thorburn, 8,000; Beaver, Winnipeg Elevator Co., 25,000; Baldur, Band & McDonald, 400; Baldur, Winnipeg Elevator Co., 30,000; Belle Plain, Western Elevator Co., 25,000; Belle Plain, Winnipeg Elevator Co., 27,000; Beresford, Winnipeg Elevator Co., 25,000; Boharm, Winnipeg Elevator Co., 25,000; Burrows, Winnipeg Elevator Co., 27,000; Carman, Carman Farmers Elevator Co., 60,000; Carberry, G. B. Murphy, 25,000; Calgary, Calgary Milling Co., 60,000; Carnduff, Smith & Hunter, 25,000; Caron, Western Elevator Co., 30,000; Craven, Western Elevator Co., 25,000; Cypress River, Western Elevator Co., 30,000; Carberry, Winnipeg Elevator Co., 25,000; Carman, Winnipeg Elevator Co., 27,000; Carnduff, Winnipeg Elevator Co., 25,000; Crandell, Winnipeg Elevator Co., 30,000; Caron, Winnipeg Elevator Co., 25,000; Clearwater, Winnipeg Elevator Co., 25,000; Condie, Winnipeg Elevator Co., 27,000; Crystal City, Winnipeg Elevator Co., 27,000; Darlingford, Winnipeg Elevator Co., 27,000; Dominion City, Farmers Elevator Co., 30,000; Disley, Western Elevator Co., 25,000; Elva, Western Elevator Co., 25,000; Elgin, Winnipeg Elevator Co., 18,000; Emerson, Charles Aime, 7,000; Elgin, Elgin Farmers Elevator Co., 40,000; Forrest, K. Campbell, 14,000; Fannystelle, Winnipeg Elevator Co., 25,000; Frobyshire, Winnipeg Elevator Co., 27,000; Fleming, Winnipeg Elevator Co., 28,000; Fairfax, Winnipeg Elevator Co., 18,000; Griswold, A. D. Chisnolm, 30,000; Glenboro, W. J. Cochrane, 35,000; Gladstone, R. Kenny & Bros., 4,000; Grenfell, Grenfell Milling and Elevator Co., 40,000; Gretna, J. P. Friesen & Co., 9,000; Gretna, Body & Noakes, 6,000; Glenboro, Western Elevator Co., 25,000; Glen Ewen, Western Elevator Co., 25,000; Grand Coulee, Western Elevator Co., 20,000; Gainsboro, Winnipeg Elevator Co., 27,000; Glen Ewen, Winnipeg Elevator Co., 25,000; Grand Coulee, Winnipeg Elevator Co., 27,000; Grenfell, Winnipeg Elevator Co., 25,000; Hartney, John A. Scott, 30,000; Hartney, A. H. Conn, 2,000; Hartney, James Innes, 35,000; Hartney, F. Chapin, 30,000; Hargrave, R. A. Knight, 35,000; Hamiota, Basler & Bridgeman, 40,000; Hamiota, McConnell & Coombes, 50,000; Hamiota, Greenshaw & Smith, 33,000; Hague, Western Elevator Co., 25,000; Holmfild, Winnipeg Elevator Co., 25,000; Hilton, Winnipeg Elevator Co., 25,000; High Bluff, G. B. Murphy, 30,000; Holland, Farmers Elevator Co., 30,000; Indian Head, Winnipeg Elevator Co., 34,000; Killarney, Winnipeg Elevator Co., 25,000; Kirkella, Winnipeg Elevator Co., 27,000; LaRiviere, Farmers Elevator Co., 25,000; Lauder, Samuel Scott, 25,000; Lowes, Body & Noakes, 4,000; Letellier, Winnipeg Elevator Co., 20,000; Lowe Farm, Winnipeg Elevator Co., 15,000; Moosomin, J. Snarp, 28,000; Monteith, McCul-

loch & Benoit, 75,000; Myrtle, Farmers Elevator Co., 30,000; Manor, Western Elevator Co., 25,000; Moose Jaw, Western Elevator Co., 30,000; Morris, Western Elevator Co., 20,000; Macdowall, Western Elevator Co., 20,000; Minto, Western Elevator Co., 30,000; Macdonald, Winnipeg Elevator Co., 28,000; Miniota, Winnipeg Elevator Co., 25,000; Moose Jaw, Winnipeg Elevator Co., 28,000; Morden, Winnipeg Elevator Co., 40,000; Milestone, Winnipeg Elevator Co., 27,000; Mather, Winnipeg Elevator Co., 27,000; Margaret, Winnipeg Elevator Co., 18,000; Miami, Winnipeg Elevator Co., 30,000; Myrtle, Winnipeg Elevator Co., 15,000; Mariopolis, Winnipeg Elevator Co., 27,000; Ninette, Winnipeg Elevator Co., 18,000; Okotoks, Calgary, Milling Co., 12,000; Osler, Western Elevator Co., 20,000; Oak Lake, Winnipeg Elevator Co., 25,000; Oak River, Winnipeg Elevator Co., 25,000; Oxbow, Winnipeg Elevator Co., 30,000; Oakland, Winnipeg Elevator Co., 18,000; Winnipeg Elev. Co., 15,000; Plum Coulee, Farmers Elevator Co., 35,000; Plum Coulee, Plum Coulee Milling Co., 7,000; Plum Coulee, Winnipeg, Elevator Co., 25,000; Portage la Prairie, Metcalfe & Son, 25,000; Pilot Mound, Donald & Fraser, 30,000; Port Arthur, J. G. King & Co., 330,000; Pipestone, Farmers Elevator Co., 25,000; Pipestone, McCulloch & Harriett, 25,000; Pilot Butte, Western Elevator Co., 25,000; Pasque, Western Elevator Co., 25,000; Pense, Winnipeg Elevator Co., 25,000; Purvis, Winnipeg Elevator Co., 25,000; Qu'Appelle, Winnipeg Elevator Co., 27,000; Rosebank, Farmers Elevator Co., 40,000; Roland, Farmers Elevator Co., 50,000; Reston, Farmers Elevator Co., 25,000; Reston, McCulloch & Harriett, 25,000; Rosenfeld, Body & Noakes, 4,000; Rathwell, Western Elevator Co., 25,000; Rosthern, Western Elevator Co., 25,000; Regina, Winnipeg Elevator Co., 70,000; Roland, Winnipeg Elevator Co., 20,000; Rosebank, Winnipeg Elevator Co., 30,000; Souris, McCulloch & Benoit, 75,000; Shoal Lake, Robert Scott, 65,000; Summerberry, Grenfell Mill Co., 25,000; Stockton, Western Elevator Co., 25,000; Sinclair, Western Elevator Co., 25,000; Saskatoon, Western Elevator Co., 25,000; South Qu'Appelle, S. H. Caswell, 5,000; Sinaluta, Winnipeg Elevator Co., 25,000; Summerberry, Winnipeg Elevator Co., 27,000; Ste. Agathe, Winnipeg Elevator Co., 15,000; Swan Lake, Winnipeg Elevator Co., 25,000; Treesbank, Western Elevator Co., 30,000; Underhill, Winnipeg Elevator Co., 30,000; Varcoe, K. Campbell, 4,000; Virden, S. S. Coulter, 20,000; Wolseley, Farmers Elevator Co., 35,000; Winkler, Farmers Elevator Co., 24,000; Wawanesa, Russell & Snider, 20,000; Wapella, Farmers Elevator Co., 35,000; Wetaskiwin, Calgary Milling Co., 30,000; Winkler, McMillan, Potter & Co., 40,000; Winnipeg, Body & Noakes, 75,000; Wellwood, Western Elevator Co., 30,000; Weyburn, Western Elevator Co., 25,000; Wellwood, Winnipeg Elevator Co., 25,000; Weyburn, Winnipeg Elevator Co., 25,000; Yellow Grass, Winnipeg Elevator Co., 27,000; total bushels, 4,524,400.

WINNIPEG LETTER.

Owing to trouble in getting lumber a number of the new elevators in course of construction have not yet been completed.

The Ogilvie Milling Co. expects instead of 21 elevators to have 24 new 30,000-bushel elevators built by the time the need of them is urgent.

The new line of the Canadian Northern

to Port Arthur is now open and if the present strike on the road is settled by the time the grain rush is on a considerable amount of wheat probably will be shipped over that route.

The question that is puzzling the west at present is how can the big crop be got in with 7,000 too few harvest hands. There were 20,000 men expected from the east, but only about 14,000 at the outside can now be counted on.

The Winnipeg Elevator Co. will start work next week on a new 30,000-bushel elevator at Selkirk. It is peculiar that Selkirk, the fourth largest town in the province and situated in a good wheat producing district, has never had an elevator.

No. 1 hard based on Duluth values was quoted Sept. 3 at 69 to 70c for Sept. delivery in store at Fort William, No. 1 northern 67 to 68 and No. 2 northern 65 to 66c. Little export business at these figures can be done, as they are above export value. Prices are being kept up owing to the smallness of deliveries and the demand for spot wheat is good from Ontario millers.

E. C. Castle, Dominion warehouse commissioner, is busy issuing licenses for this year. He has already about 900 on the books against 700 for last year and 500 for the previous year. Mr. Castle, who has recently been over the country, states that the estimates for 60,000,000 bushels of wheat in Manitoba will be low. The quality of the grain, he says, is good.

The Canadian Pacific officials promise that from 500,000 to 750,000 bushels of grain per day will be shipped out of the country, if that amount is brought to them. Last year a grain blockade occurred while the company was shipping 200,000 bushels of wheat a day. Increased facilities have been added to the western division equipment.

Chief Grain Inspector David Horn has issued his monthly statement showing the amount of grain inspected at Winnipeg from Sept. 1, 1901, to Sept. 1, 1902. The report places the amount at 53,708 cars of wheat, of which 8,282 were No. 1 hard and 21,851 cars No. 2 northern; against 14,886 cars in 1900, of which 1,192 were one hard and 4,681, 2 northern. The total shipments of oats amounted to 3,338 cars against 448, in 1900-1 and 763 cars in 1899-00; barley, 308 cars in 1901-2, against 28 cars in 1900-1 and 102 in 1899-00; flax 146 cars in 1901-2 against 43 in 1900-1 and 73 cars in 1899-00.

The question of grain freight rates is at present agitating the members of the grain exchange. This week the president, C. A. Young, Frank Fowler, secretary of the Northwest Grain Dealers Association, and several other representative grain men waited on the C. P. R. freight officials at Winnipeg, pressing them to bring about a reduction from the present 16c per hundred rate from Brandon to Fort William to 14c the rate for the same mileage given by the Canadian Northern. The matter is now being considered.

The yield of coarse grains will be very much heavier than last year. The yield of flax seed will be especially heavy and from 19 to 21 bushels per acre is expected. It is only a couple of years ago that flax growing was begun to any extent in the west. The Mennonites have been the only growers of flax; and from their success due to the long day light and richness of the soil many other farmers have been induced to go into flax growing more largely. In Manitoba the acreage

under flax is 41,200 against 20,978 a year ago. A handsome profit at the high prices obtainable should be made in flax this year.

The Canadian Pacific Ry's crop report for two weeks was issued Sept. 3 and indicates that in Manitoba the harvesting of the crop will be completed by the end of this week. The reports from all points throughout the province and territories show that 75 per cent of the grain has been cut and threshing and stacking is general. In Manitoba the yield is expected to be about 60,000,000 bushels of wheat and in all 75,000,000 for the northwest. No damage has resulted from frosts, though a few points report slight frosts. The weather for the past two weeks has been favorable for harvesting with the exception of the last two or three days, when rain has been fairly general.—S. M. F.

CHICAGO.

James J. Fones has accepted a position as oats trader for Lasier & Hooper.

Oats bleached by sulphur are said to have been offered Sept. 5, on the sample market.

The proposed amendment to the rules defining free telegraphic communication was defeated by a vote of 187 to 145.

Mrs. P. D. Birdsell, operating a bucket-shop for women grain speculators in the Imperial building, has flown with \$8,000 of her victims' money.

E. M. Waterbury, formerly of the National Live Stock Bank of Chicago, is now traveling representative for Jack Howard with Merrill & Lyon.

C. B. Congdon and J. G. Steever have formed a partnership to conduct a commission business in grain and provisions with offices at 35 Board of Trade.

President Warren and five prominent members of the Board of Trade have been commanded to appear in court in the suit of Kinzie & Co. against the Board.

Henry P. Wadhams, for twenty years a member of the Board of Trade, died Aug. 24, aged 53 years. He was born in Cleveland, O., and went to Chicago about twenty-one years ago.

Is it a violation of the rules of the Board of Trade for members to give away rulers, calendars, shipping books, draft books, grain tables, match safes, etc., in hope of influencing trade?—A. R. M.

Grain shippers at Chicago would like to abolish the practice of selling grain for shipment south and southeast to be paid for on arrival, as this system of handling that trade has led to many abuses.

H. C. Avery has been exhibiting on the trading floor of the Board a copy of the injunction granted Sept. 7, 1882, on application by several prominent members who now profess to be opposed to injunctions.

O. H. Ernest, engineer in charge of government work on the upper lakes, says that Chicago's commerce by lake has decreased 22 per cent since 1893, and predicts a further drop unless the obstructing tunnels are lowered.

Joseph E. Murphy, clerk in the employ of W. G. Press & Co., and Grace M. Weller were married Aug. 24. The bride is the daughter of Charles H. Weller, and cashier in the Board of Trade restaurant conducted by him. Mr. Murphy often visited the restaurant and there became acquainted with his future wife.

Two pretended speculators of Lexing-

ton, Ill., have been trying to catch Board of Trade firms with both buying and selling orders wired at the same time with intimation that draft has been sent or margin mailed. The trade showing a profit has been ordered closed. No order or remittance on the losing trade has been sent.

The amendment to the rules of the Board of Trade establishing brokerage rates between members where no responsibility is assumed has been adopted by a vote of 232 to 92. The rates are: On cash grain in store or to go to store, in multiples of 1,000 bushels, 50c per 1,000 bushels. On carload lots: Barley, wheat, and rye, \$1; corn and oats, 50c; car corn, \$1.50; bran 50c; shorts, middlings, straw, hay, and flaxseed, \$1; all other seed, \$2; all kinds of seed in bags in less than carlots, 2c per bag. These are the minimum rates. Nothing in the rule shall be so construed as to prevent special arrangements by which higher rates of brokerage may be charged.

Petitioned by the Weare Commission Co., Judge Kavanagh, of the Superior Court at Chicago, on Aug. 26, enjoined the directors of the Board of Trade from continuing their investigation into the case of P. B. Weare and C. G. McNeil. Attorney Gilbert for Mr. Weare, says: It should not be understood that our application for an injunction was based on any apprehension of unjust treatment at the hands of the directors. But their power is limited, especially in the way of administering oaths, taking depositions, compelling the attendance of witnesses not members of the board, and also in guarding against false testimony or in meting out punishment therefor. They could not, therefore, give the controversy that thorough investigation which is desirable and necessary for the attainment of the truth. The Weares wish a public and thorough examination of the merits of the case in a court which has the power to ascertain the truth. Mr. Weare says: Investigation by the Board of Trade was wholly out of place, considering that these charges against McNeil were pending in the Criminal Court. McNeill has been indicted and is under bail awaiting trial. Why, therefore, should the Board of Trade people take up this matter. Why not wait until the courts of Cook county have passed upon the points at issue?

ILLINOIS.

E. F. Verry will enlarge his elevator at Armington, Ill.

Al Thomas has placed a grain loader in his elevator at Oakland, Ill.

Hoarty Bros. are the successors to John Bowlin & Co., Munster, Ill.

The Turner-Hurnut Co. is building a 10,000-bushel elevator at Matanza, Ill.

Lewis Lowrey has succeeded T. A. Millikin as manager of the elevator at Ferris, Ill.

C. H. Adams is arranging to make some improvements on his elevator at Medora, Ill.

The Neola Elevator Co. has purchased the elevator of Thompson & Anderson at Leland, Ill.

The Galesville Grain Co. has bought the elevator of Evans & Eakins at Galesville, Ill.

Frank C. Edwards has purchased John Edwards' interest in the elevator and store at Deers, Ill.

C. A. Davis of Ludington, Ill., has sold his elevator to J. Crawford & Son, formerly of Pesotum, Ill.

Wood Bros. of Rapatee, Ill., will rebuild their elevator which was burned on the night of Aug. 8.

E. D. Risser's new elevator at Ludlow, Ill., is now complete, and the old elevator entirely demolished.

Pat Whalen, manager for Porch & Adams, Caberry, Ill., will install a Barnard & Leas Corn Cleaner.

Edward Owens has purchased Jesse T. Collins' interest in the elevator owned by Collins & Co. at Atwood, Ill.

Clifford Hunt has rented the Great Western Elevator at Urbana, Ill., and will deal in grain, hay and livestock.

O. V. Myers & Co. are building a 60,000-bushel storage room in connection with their elevator at McCown, Ill.

T. Long is building an elevator at Carmargo, Ill., and will fit up with machinery of the Marseilles Mfg. Company's make.

John Reeverts has purchased the elevator at Stillman Valley, Ill., of his son, C. G. Reeverts, and will continue the business.

Mr. Hoarty of Winter & Hoarty, Munster, Ill., has recently built a fine new residence preparatory to taking unto himself a wife.

M. E. Pierce of Joliet, Ill., has been appointed local manager of the Joliet office of L. H. Manson & Co., grain commission merchants.

S. A. Hendee of Bushnell will spend about \$1,500 in repairing and improving the grain elevator which he has purchased at Bardolph, Ill.

The Farmers Elevator Co. recently organized at Garrett, Ill., has purchased the elevator at that place formerly operated by J. D. Bowen.

Gommel Brauer and not Gommel & Brauer, as reported in the Journal of Aug. 10, is the successor of Jacobs & Brauer at San Jose, Ill.

Frank B. Campbell has purchased for \$35,950 the elevator and farm property formerly owned by his cousin, Arba Z. Campbell, at Pecatonica, Ill.

J. E. Hawthorne has just completed a 20,000-bushel oat room in connection with his elevator at Holder, Ill. He has also begun an elevator at Fullerton.

The elevator at Stanford, Ill., belonging to Brooks & Harrison, which some time ago was blown from its foundations by a cyclone, is being moved and repaired.

J. E. Hawthorne, Bloomington, Ill., Sept. 2: Corn looking well and with three weeks of dry weather without frost will make little more than an average crop.

Geo. F. Hardman, Hayes, Ill., is still receiving track bids from different firms, altho he is no longer in the grain business, having sold his elevator to R. G. & C. H. Risser.

C. S. Hill & Son while not known as dealers at Steward, Ill., as reported in the Journal Aug. 25, are the only dealers at Seward, Ill., on the I. C. R. R. in Winnebago county.

Daniel E. Hewes, who from 1853 to 1879 conducted in connection with his brother, a grain and stock business at Crete, Ill., died at his home in Crete, Aug. 27, aged 73 years.

R. S. Mills, who erected a grain house and engaged for several years in the grain business at Etna, Ill., died Aug. 22, of old age at his home in Edgewood, Ill., aged 90 years.

Mike Walsh, Campus, Ill., has greatly improved his weighing facilities by buying new wagon scales. The scale found-

dation is built entirely of concrete, and walls of brick, making the pit very solid.

Brinkerhoff & Wright, of Brocton, Ill., will install machinery and supplies furnished by the Marseilles Mfg. Co. in the elevator which they are building at Payne, Ill.

An elevator is being built at Stewardson, Ill., by Geo. W. Voris, who will equip it with machinery, including a 20-h. p. Model Gasoline Engine, purchased of the Marseilles Manufacturing Co.

B. S. Williams of Sheffield, Ill., who owns elevators at Annawan, Mineral, Sheffield, Buda, Henry and Chillicothe, Ill., has placed David Humphreys in charge of the one recently acquired at Buda.

Thorpe, Scott & Co. have succeeded the Farmers Elevator Co. at Wapella, Ill., and will build a 15,000-bushel elevator for which machinery furnished by the Marseilles Mfg. Co. and lumber are now on the ground.

The Marseilles Manufacturing Co. has received several orders for machinery and supplies from the Northwestern Elevator & Grain Co. for shipment to their several stations at Nelson, Camp Grove and Manlius, Ill.

The Marseilles Mfg. Co. has received the contract for furnishing the machinery and supplies for the elevator that is being built at Fairbury, Ill., for N. B. Clauden. Geo. Sathoff, of Cullom, Ill., is putting up the building.

E. R. Ulrich & Sons of Springfield, Ill., have the foundation in for their new elevator at Mt. Auburn, Ill. The machinery for this elevator will be furnished by the Marseilles Mfg. Co. A No. 2 New Process Corn Sheller is one of the features.

The elevator at Guthrie, Ill., owned by McClure & Brotherton and containing a large amount of grain, was destroyed by fire early in the morning of Aug. 24. The machinery in the elevator was also destroyed but the grain office escaped with small injury.

John H. and Thomas Doyle have purchased the Clisby Elevator at Arcola, Ill., and will take possession Oct. 1, conducting the business under the firm name of Doyle Bros. John H. Doyle will manage the elevator at Long View and his brother the one at Arcola.

E. W. Bockewitz has bought and will operate the elevator at Harvel, Ill., which in the Journal of Aug. 25, was erroneously reported to have been sold by F. J. Zimmerman to B. Culp of Raymond. Charles Houck of Raymond first bought the elevator but afterwards sold it to E. W. Bockewitz.

A. Aberle has bought the elevator of Bentz & Bender at Raymond, Ill., instead of Nokomis, Ill., as reported in the Journal of Aug. 25. N. Bentz sold his elevator at Nokomis to N. J. Bender and purchased the elevator of John Carstens & Son; but no partnership now exists between Messrs. Bentz and Bender.

R. G. Risser, Kankakee, Ill., Aug. 29: Oat crop good in this vicinity but threshing held back on account of excessive rains; now nearly finished; yield from 30 to 70 bushels; quality of oats good, but all more or less stained; corn promises a big yield but warm weather until October is necessary to mature it.

B. C. Beach & Co. have completed their elevator at Champaign, Ill., to replace the one burned June 1. Machinery with a handling capacity of "about 2,000 bushels per hour has been installed and storage room for over 25,000 bushels has been

provided by nine bins fitted with hopper bottoms. An electric motor of 20 h. p. furnishes power.

The large transfer elevator being erected at Pekin, Ill., by the Smith-Hippen Co., to replace the one destroyed by fire, is being equipped throughout with elevating and power transmitting machinery furnished by the Marseilles Manufacturing Company, the New Process Shellers and Cleaners being a part of the outfit.

It is the opinion of some able lawyers, that the Illinois law authorizing the Secretary of State to cancel the charters of corporations neglecting to pay \$1 for the privilege of filing names of officers, etc., is unconstitutional. Until so decided by the State Supreme Court the Secretary will no doubt hold out for his fees.

Kersten & Smiley, Plainfield, Ill., have just completed an addition to their office so as to provide double the former space. All of their elevators have been overhauled and put in order to handle the crop of their territory to the best possible advantage. Oats, rye and barley are just commencing to move. Corn is two weeks late. If no frost before Sept. 15 a big crop is assured.

A fire at Ashmore, Ill., on the afternoon of Sept. 3, destroyed the elevator owned by J. G. Herman, together with mill, corn cribs and broomcorn warehouse, causing a loss of about \$15,000. About 400 tons of broomcorn, owned by the Union Supply Co. of Chicago and valued at \$35,000 was stored in the warehouse. Loss is only partially covered by insurance. The fire started in the engine room of the mill.

Has your Illinois charter been canceled or did you receive copy of the notice the honorable Secretary of State claims to have mailed to each corporation licensed to do business in the state? Only 35,000 charters were canceled July 1 because the companies did not send the Secretary \$1. Those who desire to have their charters revived must pay \$20. Such is government by the politicians and for the politicians.

The Munday-Settlemyre Co., of Litchfield, Ill., which operates quite a line of elevators in that vicinity, has recently been overhauling its houses at Litchfield, Butler, Hornsby and Dorsey, installing in each of them New Process Corn Shellers made by the Marseilles Manufacturing Company. They have also purchased of the above company Model gasoline engines for the Hornsby and Dorsey houses, together with a full equipment of elevating and power transmitting machinery.

Illinois corporations which had their charters canceled by the Secretary of State on July 1 because they did not report and send a dollar to the honorable Secretary between Feb. 1 and Mar. 1 as required by law must now donate \$20 to the Secretary or violate the criminal law which provides: "If any company, association or person puts forth any sign or advertisement, and therein assumes, for the purpose of soliciting business, a corporate name, not being incorporated, or, being incorporated, puts forth any sign or advertisement assuming any other or different name than that by which it is incorporated or authorized to act, such company, association or person shall be fined not less than ten dollars nor more than two hundred dollars, and a like sum for each day he or it shall continue to offend, having been once fined."

R. C. Grier, secretary of the Peoria

Board of Trade, reports that the receipts at Peoria, Ill., for August included 567,950 bushels of wheat, 859,000 bushels of corn, 1,811,500 bushels of oats, 45,500 bushels of rye, 45,000 bushels of barley, 720 tons of mill feed and 2,420 tons of hay; compared with 561,900 bushels of wheat, 1,774,316 bushels of corn, 1,290,500 bushels of oats, 19,600 bushels of rye, 32,000 bushels of barley, 2,070 tons of mill feed and 3,180 tons of hay received during August of last year. Shipments for the month included 255,350 bushels of wheat, 164,000 bushels of corn, 1,725,700 bushels of oats, 9,190 bushels of rye, 17,600 bushels of barley, 4,430 tons of mill feed and 240 tons of hay; compared with 29,500 bushels of wheat, 359,428 bushels of corn, 1,057,350 bushels of oats, 18,900 bushels of rye, 9,600 bushels of barley, 6,980 tons of mill feed and 490 tons of hay shipped during the corresponding month of last year.

INDIANA.

E. A. Gray is no longer a grain dealer at Walnut, Ind.

Rogers & Link are operating an elevator at Coburg, Ind.

H. F. Doty is no longer in the grain business at Ashley, Ind.

C. Cunningham has succeeded A. A. McLelland at Terhune, Ind.

John W. Owens has succeeded G. W. Hironymous at Saratoga, Ind.

At Corunna, Ind., J. Harvey Knauer has succeeded E. Knauer & Son.

John Howell has succeeded the Cammack Grain Co. at Cammack, Ind.

Chase & Holmes have entered the grain business at Kingsbury, Ind.

Willis Lavengood has retired from the grain business at McGrawsville, Ind.

The elevator at Walton, Ind., was not damaged by fire July 31, as reported.

Lynn & Martin have succeeded the La Fontaine Grain Co. at La Fontaine, Ind.

Lowe & King, hay shippers at Butler, Ind., have no facilities for handling grain.

M. A. Current's elevator at State Line, Ind., was burned Saturday evening, Sept. 6.

Kennedy & Gordon contemplate building an addition to their elevator at South Bend, Ind.

John Wilbels has enrolled his name in the list of grain dealers at St. Anthony, Ind.

John F. Judy will build an elevator on the Finney extension of the C. & E. I. at Judyville, Ind.

The Berne Grain & Hay Co. of Berne, Ind., has increased its capital stock from \$20,000 to \$30,000.

A. Wasmuth & Son have purchased the elevators of Davis & Dodge and D. W. Cox at Andrews, Ind.

F. B. Miller & Co. will continue the business formerly carried on by F. B. Miller at Muncie, Ind.

R. M. Sims has purchased for \$6,500 the elevator at Scircleville, Ind., of Charles Appleby and M. F. Buxton.

The Star Flouring Mill and the Farmers Flouring Mill are new firms in the grain business at Huntingburg, Ind.

Jas. Cavender of Yeoman, Ind., also operating at Sleeth, is not recognized as a regular dealer, as he has no facilities.

Mr. Panabaker, who operates at Benetts Switch, Kokomo, Miami and Bunker Hill, Ind., is not recognized as a regular dealer.

F. R. Pence is building a \$10,000 elevator on the Finney extension of the

C. & E. I. R. R. at a station to be called Penceville, Ind.

The Henderson Elevator at Mt. Vernon, Ind., which a short time ago was destroyed by fire, is being rebuilt with much larger capacity.

The Jacob Myers Elevator Co. has been organized at Francisville, Ind., and will continue the business formerly conducted by Jacob Myers & Son.

Mr. Jessup has succeeded John Wilson at Roachdale, Ind., but Mr. Wilson will retain his interests at Barnard with postoffice at Roachdale.

W. M. Prillaman & Co., of Rossville, Ill., will build a 30,000-bushel elevator at Newport, Ind., on the site of the old plant of the Newport Milling Co.

C. A. Bissell, Sept. 4: Corn cutting has commenced in eastern Indiana; plowing for wheat in full blast; clover seed turning out fairly; acreage large; dealers hopeful.

Mr. and Mrs. C. G. Egly and daughter of Berne, Ind., stopped in Chicago last week on their way home from a western trip. Mr. Egly reported corn in need of dry, hot weather.

B. P. Harris and others will organize a company with \$8,000 capital stock at Winchester, Ind., and on Sept. 20 will take possession of the elevator which they have purchased of the Tomlinson Grain & Lumber Co.

The Marseilles Manufacturing Company recently installed in the elevator of Stanley & Witt, of Witt Station, Ind., one of the New Process Shellers and Cleaners, together with a full outfit of elevating and power transmitting machinery.

Insurance companies transacting business in Indiana for the first six months of the year lost \$331,843. But twenty-six of the sixty-nine American companies make a net profit on the business, while only seven of the twenty-six foreign companies show a profit.

Cutsinger & Valentine are remodeling their 200-barrel mill at Franklin, Ind., to an elevator and have purchased a complete outfit of elevator machinery including a New Process Corn Sheller and Cleaner from the Marseilles Mfg. Co.

Sam Finney of Chicago is entitled to considerable credit as promoter of the branch of the C. & E. I. R. R. from Rossville Junction, Ill., to Judyville, Ind., a distance of 13 miles. In recognition of his services one of the stations will probably be called Finney. Two other stations will be established.

Charles W. Hartley, grain dealer at Goodland, Ind., was badly injured Aug. 25. His foot was caught in the rope of the car puller and he was drawn to the beam about six feet above. When assistance came the bones of his left leg were found crushed and his body badly bruised. There is doubt of his recovery.

Owen Hurd & Son, Walton, Ind., Sept. 6: Having fine weather for the corn, which promises to be a good crop; wheat running some better but lots of the poor stuff in farmers' granaries for the weevil to hatch on and work in while we sleep. Fellow grain buyers, warn your patrons to look closely after their wheat now in bins.

Jas. Claypoole, John Stucker and Samuel Baldwin, farmers of Aylesworth; A. J. Harry of Mt. Summit; J. E. Stinson of New Castle and Mt. Summit; J. M. Beard, farmer at Ovasco; Galgrath & Gilliland of Rugby and L. H. & J. W. Willis, farmers at Sullivan are not among

the list of Indiana dealers who are recognized as regular.

Sheller, Dashler & Co., a new firm, has been organized at Markle, Ind., and will rebuild the elevator formerly operated by Anthony Bros., which was burned last fall. The main part of the new building will be 30x34 feet and 60 feet high and in connection will be the engine room, the fuel and shed and corn crib. F. P. Anthony will be manager.

Walker, Norris & Wright, Washington, Ind., Sept. 6: Wheat crop about 60 per cent of full crop; quality good in northern portion of our country but in the south, light and damaged; about 50 per cent of the crop already marketed; corn crop one of the best ever grown here; fine large ears and perfect to the end of cob; early corn out of the way of frost.

Grain driers are being put in a number of Indiana elevators and no doubt more must soon follow suit if the present crop is to be handled advantageously. Caldwell, Barr & Co. have just let the contract to Tweedale & Harvey for a drier, and Ross & Ross of Chalmers have also ordered a Perfection Drier from the same firm. Each of these driers has a drying capacity of 300 bushels per hour.

The following firms and individuals located in Indiana have no facilities for handling grain and are not recognized as regular dealers: John Pontius, Crums Point; Benton L. Woodward, Dublin; Grant Moon, Denver; W. C. Welborn and R. J. Cleaves, Dunreith; P. S. Daubinspeck, Glenwood; Kuhn & Worl Bros., Loree; Lyss Minor, Philip Galf and Philip Yoars, North Grove; Thos. Peckinspaugh, Oakville; Abe Grove, Radnor; B. H. Rose, Reynolds; Pence & Woody, Russiaville; Seth Hinshaw, Stone Station and John Richards, Yeddo.

Receivers who waste their money by sending market information to dead men, not only do not profit thereby, but give the live dealers at the same station an opinion that their clerks are slipshod and their business methods away behind the times. Although there is only one dealer at Scircleville, Ind., R. M. Sims, yet card bids are received at that postoffice every day from Baltimore, Chicago, Toledo and Buffalo for J. A. McLeland & Co., and R. M. Gard & Co. McLeland & Co. have been out of the grain business for six years, and are now in the hardware trade. R. M. Gard has been dead for three years.

The plant which the recently organized Crabbs-Reynolds-Bell Grain Co. is erecting at Lafayette, Ind., will, when completed and thoroughly equipped with machinery, be a credit to the company. The main building will be 72x36 feet and 96 feet high, have a capacity of 60,000 bushels and contain four stands of elevators. The roof and sides will be of galvanized iron and the machinery will include corn cleaner, corn sheller, oat clipper, wheat cleaner and attrition feed grinder. Besides this part there will be a clover seed house, 12x34 feet and two stories high, a brick engine room 24x30 feet, and a brick office building 26x34 feet. Power will be furnished by two engines, one of 60 h. p. and the other of 75 h. p. The entire plant for which plans were drawn up by the Reliance Mfg. Co., will cost about \$12,000.

The Northeastern Indiana and Northwestern Ohio Grain Dealers Association met at the Merchants hotel, Portland, Ind., Sept. 4, and held a very enthusiastic meeting. A number of new faces were present and in consequence some more new members. Some very important mat-

ters came up and were disposed of very satisfactorily to the interested ones. The meeting adjourned to meet at Bluffton, Ind., Sept. 11. Those present were: From Indiana: S. B. Sampson, secretary of the Indiana Grain Dealers Association, E. L. Carroll, Decatur; Sam Egly, Geneva; A. E. Michaud, Berne; M. Addington, Red Key; Lee Holmes, Ed Haynes and McGill & Son of Portland; J. B. Goodrich, and J. E. Hinshaw of Winchester; C. E. Barrett, Ridgeville; M. Neizer, Monroeville; from Ohio: H. C. Tinkham, Latty; C. A. Bissell, Antwerp; H. H. Rose, Payne.

IOWA.

R. B. Carson is building an elevator at Moulton, Ia.

Mr. Johnson has sold his elevator at Buck Grove, Ia.

Buell & Morse have remodeled their elevator at Ottosen, Ia.

Mr. Hatterscheid has bought the Peavey Elevator at Corinth, Ia.

The Wells-Hord Grain Co. is building an elevator at Calamus, Ia.

The Updike Grain Co. has nearly completed its elevator at River Sioux, Ia.

Roberts & Davis have placed grain spouts in their elevator at Rippey, Ia.

Wm. Lancaster is making improvements on his elevator at Bradgate, Ia.

The Nye-Schneider-Fowler Co. is erecting a large lumber shed at Blencoe, Ia.

The Skewis-Moen Co. has purchased the elevator of A. A. Flint at Dickens, Ia.

Chas. Counselman & Co. are erecting an addition to the elevator at Somers, Ia.

F. Struve, Miles, Ia., Sept. 5: Good prospects for new corn and plenty of it. Cad Norris is managing the elevator which was recently completed at Fernald, Iowa.

Geo. W. Gables has placed a new gasoline engine in his elevator at Marengo, Iowa.

J. M. McCoy is now prepared to receive grain and seed at the new elevator at Tipton, Ia.

Will Tooley has accepted a position as grain buyer with Gilchrist & Co. at Hawkeye, Ia.

Anson Wells has for some time been in charge of Wells Bros' elevator at Curlew, Ia.

Chas. Counselman & Co. are having the addition to their elevator at Palmer, Ia., painted.

Rumor has it that an elevator will be built at Council Bluffs, Ia., on the Northwestern tracks.

Elmer Bundy has retired from his position with the Jackson Grain Co. at Springfield, Ia.

The Inter-State Elevator Co. has installed a new set of scales in its elevator at Stanhope, Ia.

Charlie Bornholdt has purchased the old elevator at Avoca, Ia., of the H. O. Seiffert Lumber Co.

The Marshall Elevator Co. has recently opened an elevator at Roland, Ia., with F. E. Plumb as agent.

Close, Cooper & Co. have completed their elevator at Garner, Ia., and are now installing the machinery.

J. B. Mather of Weedland has succeeded J. W. Brown as manager for the Kinsella Grain Co., at Sloan, Ia.

The Trans-Mississippi Grain Co. has purchased a site at Blairstown, Ia., and is arranging to erect an elevator.

The Atlas Grain Co. has purchased the Johnson Elevator at Arion, Ia., and engaged Chas. Lewis as operator.

The Spencer Grain Co. has moved its

elevator at Garner, Ia., to a new foundation and is making various repairs.

D. Hunter & Co.'s elevator at Hamburg, Ia., was destroyed by fire on the morning of Sept. 1. Cause of fire unknown.

Loomis & Hikes are making good progress on their new elevator at Garner, Ia., and expect soon to have it completed.

The K. T. Hotchkiss Co. of Bloomfield, Ia., is putting in a No. 9 brush and special air Clipper Cleaner for handling seeds.

F. Struve, Miles, Ia., Sept. 1: Threshing will be completed this week; grain threshed after the last rains is in bad shape.

George Deter will continue as manager of the elevator at Charter Oak, Ia., recently sold by Topf & Co. to the Atlas Grain Co.

O. P. Patee, owner of a large farm near Botna, Ia., has purchased the elevator at Botna, formerly operated by A. Wilfong.

Mr. Coleman will establish a lumber yard in connection with the elevator business at Clearwater, Ia., of which he will have charge.

William Whiteman, manager for the Western Grain Co. at McCallsburg, Ia., will soon have the new elevator ready to receive grain.

The Northern Grain Co. has recently finished a warehouse, substantially built on stone piers, in connection with the elevator at Vail, Ia.

Ryan & Laughren, of Masonville, Ia., are equipping their elevator with machinery and supplies of the Marseilles Mfg. Company's make.

Myron E. Cardwell has leased the Moore Elevator at Rockwell, Ia. He has been in the grain business about thirteen years and understands the business.

The Neola Elevator Co. has demolished the elevator at Ute, Ia., built about fourteen years ago by the Sanborn Co., and will use the available timber for repairs at other points.

The Des Moines Elevator Co. writes us that it has not purchased the elevator of Sievers & Son at Avoca, Ia., as reported in our last issue, but will rebuild as soon as possible.

The farmers' elevator at Gowrie, Ia., is nearly completed and the C. R. & N. Ry. will put in a side track for it, thus giving the farmers access to the C. R. & N. and C. R. I. & P.

E. A. Brown has been improving his elevator at Fulton, Ia., in several ways. New smokestacks, shafting and a rope drive have been added and the whole plant wired for electric lights.

Malcolm Peterson, Pomeroy, Ia., Sept. 4: Nice weather this week; threshing in full blast again; grain badly damaged, some being unfit for market; have taken in but two cars of oats so far this season.

A new story of grain bins has been added to the elevator on the C. I. & D. road at Alden, Ia., by raising the entire building and placing the new story between the foundation and the old first story.

The Western Grain Co. has purchased the elevator of Wm. Hill at Holstein, Ia., and now owns two elevators at that station. Frank Thompson will be employed as manager of the elevator purchased of Mr. Hill.

D. P. Welch, dealer in grain and lumber at Marathon, Ia., has purchased an interest in the hardware firm of W. F. Couch & Co. His grain business will not suffer by this purchase, as W. F. Couch will have charge of the hardware.

The ruins of the elevator owned by Terwilliger, Dwight & Co., which was destroyed by fire some time ago at Rock Valley, Ia., are being removed in order to make way for the new plant, which will include an elevator and cleaning house.

The L. N. Loomis Elevator Co., which recently purchased the elevator at Ida Grove, Ia., of L. K. Page, has made various repairs and recently opened it for business with Henry Roush as manager. Later new machinery may be installed.

Moore Bros. & Felthous are said to have lost \$1,500, overpaid to farmers, on account of defective scales used in their elevator at Chapin, Ia. An expert examination is said to have shown that the error amounted to 10 per cent above the actual weight.

D. N. Dunlap of Fontanelle, Ia., was in Chicago last week and reported the oat crop about average in quantity but badly stained. The corn crop will be the largest ever gathered if it matures. Four weeks of dry, hot weather are needed. Most of the fields will average one and one-half ears to the stalk.

The California Grain & Lumber Co. is only on paper. It was organized at California Junction, Ia., by W. A. Smith, who was a regular dealer until he sold his elevator, after which he has been trying to do a track business off and on. The only firm in the grain or lumber trade at that station is the Nye-Schneider-Fowler Co.

Keenan Bros., at Battle Creek, Ia., inform us that W. H. Spotts, E. C. Hood and Isaac McAllister have entered the grain and live stock business at Battle Creek, under the firm name of Spotts, Hood & McAllister. All the men are well and favorably known at Battle Creek, as they have been engaged in business and have large investments.

A hot game of baseball at Alton, Ia., Sept. 1, was decided by the score of 5 to 4 in favor of the Alton Milling Co.'s employes against F. M. Slagle & Co.'s men. Both nines displayed considerable knowledge of the game. John Folger captained the millers, while Wol Slagle handled the grain men, and S. A. Dalton of Chicago was umpire. Both managers showed very plainly to the crowd which attended that they had been there many times before.

On the morning of Aug. 19, the elevator owned by the C. R. & N. Ry. Co. and operated by the Northern Grain Co., at Toledo, Ia., was burned, causing a loss of about \$10,000, with \$5,500 insurance. The office was also burned, but not before everything of value had been removed. The few hundred bushels of grain and small amount of coal in the elevator were fully insured. The Wells-Hord Grain Co.'s elevator, which stood near, was in constant danger, but escaped unharmed.

Moore Bros., Hampton, Ia., Sept. 6: Last year in August, we shipped 114 cars of grain; this year we shipped 16 and about one-fourth of the oats no grade; never saw such poor quality offered; barley not much better than oats and wheat only fit for feed; with rain every other day we must look for poor grading; corn very backward; will take at least 20 days yet to have $\frac{3}{4}$ of a crop of marketable corn. At one of our houses last year we bought \$6,476 worth of grain, this year have not cut enough oats for feed, having 120 acres that stand now, too wet to get into; not a very good year for the elevator man in Iowa; we do not know of 5,000 bushels of old corn in all

our territory; farmers buying a large amount of mill feed.

KANSAS.

The Greenleaf-Baker Grain Co. is arranging to erect an elevator at Wetmore, Kan.

Cornelius Inns, miller at Inman, Kan., is contemplating the erection of a 15,000-bushel elevator.

The W. O. Whitney Lumber & Grain Co. of Cherryvale, Kan., has moved its main office to Kansas City, Mo.

Wichita, Kan., grain men held a meeting at the office of the R. F. Coates Grain Co., Aug. 30, to organize a Grain Exchange.

Teichgraeber Bros. will rebuild their mill, which was burned some time ago, at Gypsum City, Kan., and in connection will erect a large elevator.

Groth Bros., Lorraine, Kan., Aug. 22: Wheat crop very poor; from 2 to 15 bushels per acre, with a probable average of 5; grade about No. 4; very little moving.

A. Terrell & Sons have begun work on a large elevator at Attica, Kan. Their old plant did not contain sufficient storage room for the business they are now doing.

Groth Bros. have succeeded Henry M. Groth in the grain and coal business at Lorraine, Kan., and the new firm are putting in new machinery, including a 16-h. p. gasoline engine and a new grinder.

The Russian seed wheat imported by the millers and grain men of Kansas is yielding splendid crops. In some localities this wheat is yielding 30 bushels, against 15 bushels per acre for the common sort.

Grain men and millers at Wichita, Kan., are at outs in the matter of a differential on wheat shipped into Texas. The grain dealers declare the complaint filed with the Interstate Commerce Commission ought to be withdrawn.

The acreage devoted to Kaffir corn in Kansas has increased 21 per cent over the area of last year, as reported by the state board of agriculture, Sept. 4. The report shows also that the forage varieties of sorghum are increasing in area at the expense of the saccharine varieties.

A. C. Whealy, agent, Wellington Milling & Elevator Co., Dalton, Kan., Sept. 5: Wheat in Sumner county, the banner county of Kansas, very poor compared with last year; 6 to 10 bushels to the acre average yield; occasionally a field will yield 20 bushels to the acre; test from 50 to 55 pounds; highest test 58 pounds for 444 bushels; oats good; corn a good crop; not as many acres as would like to have seen.

KANSAS LETTER.

A new grain firm, J. C. McAdams & Co., has begun business at Morland, Kan.

A. B. Pennock, formerly in the grain business at Concordia, Kan., will again engage in the business.

It is reported that W. M. Reckewey of Goffs, Kan., will erect an elevator at Wetmore.

T. L. Ewan of the Ewan Grain Co. of Kansas City made a business trip to Topeka last week.

L. Noel of Glasco, Kansas, accompanied by his family, have returned from their outing in Colorado.

W. W. Webb of the Sherman-Webb Grain Co., of Topeka, returned last week from a month's visit to the Lakes.

J. B. Hupp, with headquarters at

Pratt, Kan., has established a number of tributary stations in that territory.

J. T. Bristow of Wetmore, Kan., returned a short time ago from an extensive trip to California and other western territory.

A. R. Clark of Coats, Kan., has lately started with his wife on an overland trip to Colorado for the benefit of her health.

Hopper & Delay of Downs, Kan., have been succeeded in the grain business at that point by W. A. Nye, who also owns elevator property at Portis and Gaylord.

A. F. Sherman of Topeka, Kan., one of the members of the Sherman-Webb Grain Co., expects to leave for Kansas City the present month, where he expects to remain.

C. W. Hoyt, grain commission merchant at Topeka, Kan., has closed up his business and will leave Topeka to engage in some other business.

J. W. Thomas, who had long been engaged in the grain business at Home City, Kan., but obliged to give up his business on account of failing health, died last week at Excelsior Springs, Mo.

Tanquary Bros., who are extensive farmers near Beloit, Kan., claim the record for quick corn. They have well developed corn eighty-six days from the time they planted the seed and expect a yield of 60 bushels to the acre.

H. B. Dickerhoof, who has been in the grain business for many years at Norway, on the Prosser Branch of the M. P., has bought an elevator at Severance, Doniphan County, where Mr. Dickerhoof and his partner, under the firm name of Dickerhoof & Cowle, will conduct the elevator formerly operated by S. L. Carpenter.—A. M. D.

MICHIGAN.

Cadwell & French have completed their elevator at McBride, Mich.

Weaver & Watkins, Milford, Mich., are installing a No. 9 Clipper Cleaner.

L. Lovejoy, Valley Center, Mich., recently put in a No. 9 Clipper Grain and Bean Cleaner.

C. H. Wells & Co., Greenville, Mich., are adding a Clipper Bean Cleaner to their equipment.

The Nelson Grain Co., of Ithaca, has just installed a No. 27 roll and brush Clipper Cleaner.

The Bickle Elevator Co., Sanilac Center, Mich., is putting in a No. 17 Clipper Cleaner for seeds.

Hankins Bros., Elsie, Mich., have added another No. 9 roll and brush Clipper Cleaner to their outfit.

R. K. Grant contemplates the erection of a warehouse and coal shed near his elevator at Hastings, Mich.

F. C. Baluss of Blissfield and J. E. Dawson of Ottawa Lake have bought the elevator at Petersburg, Mich.

The Ithaca Roller Mills, Ithaca, Mich., recently added another No. 7 traveling brush, special air Clipper Cleaner.

C. W. Stoner is making improvements on his elevator at Holland, Mich., putting in a new foundation and enlarging the cupola.

Fred Houghton, by increasing the height, has increased the capacity of his elevator at Clio, Mich., to about 10,000 bushels.

J. F. Cartwright Co. has purchased of the Hall Distributor Co. a second distributor, to be installed in the elevator at Davison, Mich.

John Todesh was injured by a broken

belt recently while attending to the elevator at Burns & Hicks' mill at Menominee, Mich.

E. C. Roberts has reroofed his elevator at Lapeer, Mich., and equipped a weighing and testing room in preparation for the new beet crop.

C. E. Rowlander, Woodland, Mich., has recently remodeled his elevator and equipped it with two Clipper Cleaners and Picking Tables.

Geo. Fulwider has moved the granary formerly belonging to Claude Lewis at Camchester and will use it as an addition to his grain office at Ionia, Mich.

Albert Buck, proprietor of the elevator at Linden, Mich., was injured recently by a piece of machinery falling against his ankle. He now goes on four legs instead of two, but will soon throw away his crutches.

P. R. Proctor has succeeded C. A. McCotter as representative of the Millers National Insurance Co. in Michigan and Ohio. Mr. McCotter has been appointed secretary of the recently organized Grain Dealers National Insurance Co.

Mr. Cool has purchased his partner's interests in the elevator formerly conducted by Cool & Curtiss at Freeport, Mich., and will continue the grain business in his own name. Mr. Curtiss will take charge of the lumber trade.

Chas. E. Rowlander, dealer in grain and flour at Woodland and Coats Grove, has purchased the elevator at Hastings, Mich., of the C. K. & S. Ry. Co., and, after building an addition for storage, will be ready to enter the grain business at Hastings.

W. A. Bunting, formerly a partner in the firm of W. J. Thomas & Co., of Schoolcraft, Mich., who lately dissolved, will continue the wholesale hay and grain shipping business under his own name with office at Kalamazoo, Mich., a more central point.

Caughy & Carran have completed their elevator at Standish, Mich. It has a capacity of 12,000 bushels for grain besides a large warehouse for hay and other farm produce. The machines, including corn sheller, separator and feed rollers, are driven by a 12-h. p. gasoline engine. Frank Bond of Mason will superintend the business, with W. J. Butler as assistant.

MINNEAPOLIS

Memberships in the Minneapolis Chamber of Commerce are selling at \$3.700.

Thomas & Dunnett have succeeded Thomas & Co., grain commission merchants at Minneapolis, Minn.

The incorporation of the Midland Linseed Oil Co. at Minneapolis, Minn., is not accompanied by any important change in the company, which is continuing the business as before. The capital stock is \$2,250,000.

W. D. Gregory and W. J. Jenison have bought the interest of Harry A. Sowle in the firm of L. T. Sowle & Son, grain brokers at Minneapolis and also in the Standard Elevator Co. Harry A. Sowle will take a vacation from business affairs, but later may enter the trade again.

McCarthy Bros., of Minneapolis, Minn., deny that Mr. Christenson, one of their traveling men, is soliciting grain from farmers, and making arrangements with some farmers to buy grain on track for them. The firm states that their instructions to Mr. Christenson are not to solicit shipments from farmers in his territory.

The Sutherland Elevator Co. has been incorporated at Minneapolis, Minn., with

\$100,000 capital stock. Incorporators: James W. Lahart, president; Thomas E. Lahart, vice-president; John F. Lahart, secretary and treasurer. The same incorporators have organized the Lahart Elevator Co., with \$100,000 capital stock.

A movable bottom for elevator buckets has been devised by a millwright of Minneapolis, Minn. The movable bottom is released and the contents of the bucket discharged at any point by the bucket striking a trigger. The bottom of the cup may be fastened to the belt and the bucket jerked forward by the catch to project the grain outside the leg.

MINNESOTA.

C. A. Newhouse is now manager of an elevator at Hallock, Minn.

It is reported that J. Z. Barnard will build an elevator at Meriden, Minn.

Geo. Oxreider has been employed as grain buyer at Worthington, Minn.

Jim Kepner is now in charge of the Northwestern Elevator at Maynard, Minn.

The Merchants Elevator at Sauk Center, Minn., will be replaced by a new structure.

The Spring Grove Stock & Grain Co. has bought the warehouse at Spring Grove, Minn.

Ole Linstrom has been employed as wheat buyer for one of the elevators at Kensington, Minn.

James Donovan of Elmore, Minn., has gone to Osborne, N. D., to take charge of a line of elevators.

J. H. O'Connell has taken charge of the elevator at Pine Island, Minn., for the Farmers Elevator Co.

A. S. Jorgenson, not C. E. Jorgenson, has been employed as manager for Bingham Bros., at Odin, Minn.

George Stegner has succeeded George Moulster as manager for the Western Elevator Co. at Seaforth, Minn.

The S. Y. Hyde Elevator Co. contemplates building a line of elevators on the Milwaukee railroad in Minnesota.

G. A. Paton has entered the grain business at Redwood Falls, Minn., as proprietor of the Englehart Elevator.

The C. S. Christensen Milling Co. has rented the farmers' elevator at Madelia, Minn., and will deal in all kinds of grain.

The Heibert Grain Co. has been organized to succeed the firm of Heibert Bros., grain buyers at Mountain Lake, Minn.

Hubbard & Palmer have purchased ground at Kasota, Minn., on which to erect dwellings for their elevator employees.

R. E. Jones & Co. have purchased the grain elevator of H. Center at Wabasha, Minn., and are in the market for all kinds of grain.

The Miller Elevator, located on the Milwaukee tracks at Hutchinson, Minn., is being torn down and will be replaced by a new house.

C. N. Burkhard has been appointed superintendent of a line of elevators for the Imperial Elevator Co., with headquarters at Hallock, Minn.

Schmid & Anderson, who recently purchased an elevator at Vesta, Minn., of Mr. Forster, have secured Peter Maney of Wabasso as grain buyer.

On the night of Aug. 29 an elevator owned by Van Dusen & Co., at Springfield, Minn., was struck by lightning and destroyed by resulting fire.

The McLean-Smith Co. has been incorporated at Duluth, Minn., with \$25,000 capital stock to conduct a general

elevator and grain business. Incorporators: N. P. and Edith McLean and W. A. Smith.

The new Davenport Elevator at Hardwick, Minn., is now nearing completion and work will be transferred to Midland, a new town between Ellsworth and Rock Rapids, where the Davenport Co. and the Rothschild Elevator Co. intend to erect houses.

MISSOURI.

Joe Dyeagain, Southwest City, Mo., Sept. 6: Corn crop fine; wheat poor.

Joe Dyeagain has almost completed a 50,000-bushel elevator at Southwest City, Mo.

Rogers & Son, Prairie Lick, Mo., are putting a No. 7 Clipper Cleaner in their elevator.

Many St. Louis grain commission merchants are joining the proposed new clearing association.

Ed. S. Harte, Knob Knoster, Mo., is adding a No. 6 Clipper Cleaner to his outfit for handling seeds and grain.

George Walsh, the son of James Walsh, resident of Hannibal, was smothered to death Aug. 27 in the wheat bin of an elevator at Clarence, Mo.

The Missouri Grain Co. of Iowa has been incorporated at Moberly, Mo., with \$50,000 capital stock, to operate the new elevator erected by the Des Moines Elevator Co.

The Fisher Grain Co. and John A. Warren have purchased the interest of H. S. Potter in the Exchange Elevator at St. Louis, Mo., and are putting it in shape for business. They are also building an elevator of 10,000 bushels capacity at Council Bluffs, Ia.

Burton D. Hurd, principal in a corporation controlling over 100,000 acres of rice land in the rice-belt of Texas and Louisiana, has purchased land on the Suburban Belt Ry., at Kansas City, Mo., on which to erect a mill for the cleaning of rice. Kansas City will be made a distributing point for rice grown in Louisiana and Texas and it is expected that nearly 1,000,000 barrels will be handled during the first year. A department for handling rice in prepared food form will also be established.

NEBRASKA.

H. H. Bovee is now agent for the Omaha Elevator Co. at Cozad, Neb.

A. C. Bonawitz & Co. has succeeded J. D. Plummer at Deshler, Neb.

James Ralston, as manager, has opened the new elevator at Willow Island, Neb.

The Anchor Grain Co. has placed a new gasoline engine in its house at Brunswick, Neb.

Mr. Christensen is engaged in the elevator at Pilger, Neb., operated by Nye & Schneider.

The R. Davis Grain Co. has put in a 500-bushel hopper scale in its elevator at Beatrice, Neb.

Chas. Newman has purchased the grain and lumber business of H. W. Hester at Harrison, Neb.

A. B. Wilson will open an office at Nebraska City, Neb., as superintendent of the Jones Grain Co.

J. B. Kerr, with Mike Miller as assistant, has succeeded Will Albright in the elevator at Dawson, Neb.

J. W. James, grain dealer at Benedict, Neb., has purchased 260 acres of land in the vicinity of Benedict.

Terwilliger, Dwight & Co. recently opened an elevator at Laurel, Neb., with L. S. Prentiss as manager.

The Updike Grain Co., Omaha, Neb., has bot a Hall Distributor to be installed in the elevator at Niobrara, Neb.

S. A. Smith of Blue Springs, Neb., is active in organizing farmers elevator companies at Virginia and Odell, Neb.

Geo. W. Wilton, of Waverly, Neb., is fitting up his elevator with machinery and supplies furnished by the Marseilles Mfg. Co.

S. B. Strycher of Benedict, Neb., contemplates putting in a roller mill at his elevator to grind fine feed to make slop for hogs.

Miller & Wirt, Berwyn, Neb., Sept. 2: Wheat and rye crop good; small acreage oats and poor quality; corn good, with a large acreage.

Chauncey P. Coy & Son are building an elevator at Valley, Neb., and will equip with machinery made by the Marseilles Manufacturing Co.

The Stock Yards Co. is preparing to erect a storage elevator of about 30,000 bushels capacity on the stock yards grounds at Omaha, Neb.

Van Buren & Son have replaced their steam power with gasoline and added 5,000 bushels to the storage capacity of their elevator at Deshler, Neb.

Johnson Bros. of New Castle, Neb., write that Jas. P. McGrath has bought Sam Bittenbender's elevator at New Castle and will operate it this fall.

The Central Granaries Co. is demolishing its elevator at Garrison, Neb., and will no doubt replace it with a new one, with gasoline instead of horse power.

Failing to obtain a site on the railroad for the proposed elevator the Farmers Grain Association of Benedict, Neb., has taken to scooping grain from wagon to car.

T. W. Smith of McCool Junction, Neb., informs us that the Nebraska Grain Co. has purchased for \$10,000 the elevator at McCool Junction, formerly owned by Geo. Snyder.

Geo. A. Roberts, Dorchester, Neb., Sept. 3: Will have a bumper corn crop in this section; farmers are nearly done plowing and ready to sow the usual large acreage of winter wheat.

R. W. Nelson, Bookwalter, Neb., Sept. 3: Corn good in this part of Nebraska; oats damaged by wet weather. Since the middle of July I have bought and shipped 70,000 bushels of corn.

The Nebraska Grain & Live Stock Co. offers \$1,000 reward for the arrest and conviction of the person or persons who set fire to its elevator at Bloomfield, Neb., on the morning of July 30.

The Nebraska Elevator Co.'s agent at Virginia, Neb., informs us that about 73 farmers organized a company Aug. 22 at Virginia, with \$8,000 capital stock, under the name of the Farmers Stock & Grain Co.

G. G. Hoit informs us that C. B. Selldomridge of Colorado Springs, Colo., has enlarged his elevator at Cowles, Neb., to a house of 20,000 bushels capacity and installed new machinery, including a new rope drive.

J. F. Guss, manager for the Peavey Elevator Co. at Laurel, Neb., informs us that Mr. Tietzort has been employed as manager for the Anchor Grain Co. at Laurel, succeeding H. R. Troche, who goes to Coleridge.

Work on T. B. Hord's new elevator at Neligh, Neb., has been delayed by the railroad surveyors, but will soon be resumed. When the new elevator is completed the old one will be equipped with new machinery, including an engine and corn sheller.

J. W. James & Bro. write that they have sold one of their elevators at Benedict, Neb., to the E. D. Foster Grain Co. of York, Neb., which will improve the building by enlarging it and installing a new scale. This makes three regular dealers at Benedict.

Challberg Bros. write us that they have sold their 10,000-bushel elevator at Verona, Neb., to the S. J. Ewart Grain Co. of Lincoln, Neb., for \$5,000, and will discontinue business at Verona. S. J. Ewart and Mr. Wilkenson are the members of the new firm.

The John H. Lynds Grain & Elevator Co. has been incorporated at White Cloud, Neb., with \$25,000 capital stock to do business in Missouri, Kansas and Nebraska. Incorporators: John H. Lynds, H. Vanderslice and E. C. Bircefield. Several elevators on the Burlington are now owned by the company and more will be built or bought.

E. L. Dinnick, manager for the Atlas Elevator Co., at Laurel, Neb., informs us of extensive improvements which that company are making on their houses on the Great Northern railway between Wilmar and O'Neill. Some houses will be replaced by new ones and additions will be built to others. At Laurel an annex and coal sheds are being built and new machinery, including a gas engine, an Evans Dump and Dump Scale will be installed.

NEBRASKA LETTER.

E. D. Foster of York has changed the style of his firm name to the Foster Grain Co.

It is reported that after Oct. 1 L. L. Coryell, who operates elevators at Brock and Howe, Neb., will transfer his Brock property to his brother, Geo. Coryell, and remove to Auburn.

Fred Hahn, an employe of the Nye-Schneider-Fowler Co., Fremont, Neb., met with a peculiar accident on the evening of Aug. 30. With an oil can in his hand he attempted to jump from some place, when the long tube of the can, in some unexplained manner, was driven into his face just above the left eye, passing through the eyelid, but without injuring the eyeball. The tube entered for about two inches and burst a blood vessel. Hahn was able to walk home, however, and not much annoyed by the accident until midnight, when he became unconscious. Inflammation of the brain cover resulted, and an operation was necessary. Physicians fear for his recovery.—E. C.

NEW ENGLAND.

Frederick Morse and Robert London have entered the grain and feed business at Guilford, Conn.

NEW YORK.

A. P. Covert, Lodi, N. Y., recently put in another Clipper Bean Cleaner.

S. A. Devendorf of LaFargeville, N. Y., is putting in a No. 7 Traveling Brush Clipper Cleaner.

T. A. Swick of Trumansburg, N. Y., is equipping his picking room with Clipper Picking Tables.

L. C. Bradley of Farmer is adding another No. 27 roll Clipper Cleaner to his equipment for handling beans.

Clarence T. Birkett of Penn Yan, N. Y., is installing another No. 9 Clipper Cleaner with clay-crushing rolls and traveling brushes.

J. B. Malcolm & Co., Marion, N. Y., have added to their equipment for han-

dling beans a No. 9 traveling brush cleaner and 15 Clipper Picking Tables.

One of the finest oatmeal and cornmeal plants in New York state is the new establishment of the Buffalo Cereal Co., on the Lake Shore and Erie Railroads at Buffalo, N. Y. The machinery of this extensive plant is driven by electric power from Niagara Falls. The six buildings include an elevator of 115,000 bushels capacity, and cover 75x275 feet. L. E. Harmon is president of the company, G. F. Booth, vice president, and C. P. Wolverton, secretary and treasurer. The latter is at the head of the grain purchasing department.

Geo. B. Patterson, proprietor Willow Grove Flouring Mills, Burdett, N. Y., Sept. 5: Present condition of crops in Schuyler and Tompkins counties, N. Y., about as follows: Average acreage of wheat and good yield; nearly entire crop badly grown; prospects for light corn crop; acreage small; heavy crop of oats nearly all harvested in fine condition; none weighing less than 34 pounds to the bushel and few crops that will not grade No. 2; one crop in vicinity of Burdett averaged 78½ bushels to the acre; about average acreage of buckwheat and crop prospects good; straw filling well and unless we have early frosts, crop will be a good one; present weather very favorable for this grain; about average crop of rye in fair condition.

BUFFALO LETTER.

No option trading. The movement appears to be dead, in spite of the confidence with which the business was opened in May. Buffalo buys grain and not wind.

The rebuilding of the Manning malt-house, which was one of the largest in the city, is still awaiting final action. It is said that the owners have need of more capital, which they will try to raise.

Complaint of dirt in grain continues, and when the inspector declines to grade it at all, as he occasionally does, the consignee has a lot of walking to do before he can get his dish right side up again.

The harbor elevators have laid down together in the new pool and no more fighting is looked for. Of course, the Kellogg is not included in the arrangement, but it is suspected that even this one is getting the rebate of the elevation from the roads that the pool always enjoys.

The city maltsters are in a quandary over the giving out of hard coal and are afraid to buy any barley lest it should turn out that they could not be able to start up as usual. It looks as though the coal miners' strike would end soon, but there is no promise of it yet.

Not much new spring wheat in yet from Duluth, and the price is held so much below the old that sellers will not be in a hurry to put it on the market. A lake cargo or two is the extent of it. Buffalo millers are well supplied with old wheat and will not buy the new.

John F. Meaney & Co., the grain and stock brokers, who suspended at the end of August, were expected to resume after a short time, but they do not seem to be able to. It is said that the difficulty came from so many of their branch offices being short on a day when everything went up strong.

"What we need to stir us up is another Leiter," is the way a leading dealer sizes up the grain situation. "I sold wheat in the Leiter days with a rush and it brought me more than I can get now out of anything I take up." Still the dealer is a

bear this year and looks for cheap grain all around.

The fall grain business comes in a trifle irregularly, tho the complaint of last year—not enough grain to meet the demand and yet nothing to create a genuine stir in it—is not likely to be heard now. Old No. 1 northern spring wheat is scarce, which indicates that it is about used up and there might be more corn, but the new crop in each case will soon be in and that will end all shortage.

The Buffalo public is getting very much in earnest over canal enlargement and a meeting is to be held on 'Change to formulate an address to the leading political parties, asking them to settle the question by putting canal planks in their platforms. It is doubtful if they will comply, unless one party gets scared and fears the other will make a fight on that issue.

All the grain this port has to its credit for August is 10,512,000 bushels, and for the season, 52,573,000 bushels; up to the conditions of the trade, probably; but looking small in comparison with former seasons. In 1895 more than twice that amount came in up to the end of August. Flour receipts keep up well, though. The amount is 5,545,000 packages, which is practically at the top of the list.

Track grain is coming in so fast that Inspector Shanahan is about swamped. He is getting as high as 150 cars a day to handle on track alone, where at the first of last month the receipts ran down to 17. If the elevator business fluctuated in that sort of way also, it would be impossible to handle the business with practically the old summer force. Track inspections for August were 2,584 cars and in July only 749.

M. P. Ryley, head of the Lackawanna Mill & Elevator Company of Scranton, Pa., who lately transferred his business to Buffalo, is already very actively engaged in transforming the International elevator at the bridge at Black Rock into a transfer house. He is also setting up a feed mill, as there is plenty of power in the house, and will soon be in the same all-round business as the other track-transfer and mill houses on the east and south side of the city. As there is nothing more said of building an elevator for this Canadian road inlet, it is probable that this elevator will answer the purpose.—J. C.

NORTH AND SOUTH DAKOTA

W. A. Duncan contemplates building an elevator at Rolla, N. D.

The Farmers Mill Co. will erect an elevator at Milnor, N. D.

The Doering Elevator at Parkston, S. D., is undergoing various repairs.

R. E. Parks is the owner of an elevator now being built at Lily, S. D.

The Anderson Elevator at Houghton, S. D., has been undergoing repairs.

Oscar H. Will, seedsman, Bismarck, N. D., is putting in a Clipper Seed Cleaner.

An elevator of 20,000 bushels capacity is in course of construction at Anamoose, N. D.

Shearer & Fergen are repairing and improving their grain warehouse at Parkston, S. D.

A large grain elevator is being erected at Hartford, S. D., in connection with the roller mill.

J. L. Stoner, as agent, has opened the elevator of the Western Elevator Co. at Iroquois, S. D.

F. J. Lytle has been employed as man-

ager of the Northwestern Elevator at Willow Lakes, S. D.

J. A. Lindgren of White Rock, S. D., informs us that a farmers' elevator is being erected at Fairmount, N. D.

Will Reynolds is now installed as manager of an elevator at Perkins, S. D., owned by Geo. H. Barber.

Hillmer Bros., Volga, S. D., Sept. 3: On account of rain shock threshing has been retarded; grain is sprouting.

Chas. Thompson recently has completed an elevator of about 9,000 bushels capacity on his farm near Colton, S. D.

The Cando Elevator Co. has been incorporated at Cando, N. D., by F. L. Thompson, C. J. Lord and R. F. Powell.

C. E. Burgess & Co. of Aneta, N. D., are putting in six No. 10 Clipper Grain and Flax Cleaners in their line of elevators.

A large grain elevator is being built at Java, S. D., and all efforts are being put forth for its completion in the near future.

C. H. Mewing writes us that the Herreid Milling Co. and L. Tinholt & Bro. will enter the grain trade at Herreid, S. D., this fall.

E. A. Brown of Luverne, Minn., is fitting up his elevator at Corson, S. D., with machinery furnished by the Mar-sailles Mfg. Co.

The Farmers Shipping Association has installed a new gasoline engine to take the place of tread power in its elevator at Volga, S. D.

The Ward & Cadwell Co. of Fairmont, Minn., has bought the Winnor-Torgersen Elevator at Elkton, S. D., and will continue the business.

Chris Dahl, formerly employed in the elevator at Revere, Minn., has gone to Garretson, S. D., where he has secured a position with the Atlas Elevator Co.

The Spencer Grain Co. has bought the Dodge Elevator at Milbank, S. D., and by a general overhauling and various improvements is preparing for the fall trade.

The Atlas Elevator Co. has purchased the elevator at Yankton, S. D., formerly belonging to the St. Paul & Kansas City Grain Co., and installed G. G. Fry as manager.

Two elevators at Webster, S. D., have found it necessary to have more storage capacity. The Miller County Farmers Exchange Co. will double its capacity and Monitor Elevator will be greatly enlarged.

Fred Gardner, until recently buyer for the Great Western Elevator Co., at Sherburn, Minn., has gone to Fargo, N. D., as general superintendent of a line of elevators which, in company with H. H. Jenkins, he proposes to build in Clay, Otter Tail and Norman counties. A. W. Oothoudt has succeeded him at Sherburn.

NORTHWEST.

The Royal Milling Co. of Great Falls, Mont., is looking for a suitable site for a grain elevator and recently paid a visit to Belt, Mont., the citizens of which city are anxious to secure the plant.

OHIO.

A new elevator is being built near Bowlusville, O.

The Maplewood Elevator Co., Maplewood, O., has just built a new up-to-date elevator at that place.

Geron & Woodcock have recently completed an elevator at Glen Echo, O., on the Dayton, Springfield and Urbana road. Rhinehart Smith of Sidney, O., has

purchased a half interest in a grain warehouse belonging to Alton Bros. at Swanders, O.

Geo. P. Teegardin has purchased the interest of his partner, James Ward, in the elevator at Ashville, O., operated by Ward & Teegardin.

L. E. Heifner has been installing elevator machinery and bins for grain in his mill at Polk, O., and will handle grain and hay this season.

Churchill & Co., Toledo, O., have bought the elevators at Moline and Millbury, O. They will be under the general supervision of Chas. L. Maddy, Perysburg, O.

H. G. Pollock of Middlepoint, O., was in Chicago last week looking into the car service situation in the interest of the Northwestern Ohio & Indiana Grain Dealers Association.

H. M. Cook has purchased the interest of his partner, John F. Gottron, in the elevator and coal business of Gottron & Cook at Fremont, O., and will continue the business alone.

Joseph F. Costello, for some time connected with Braun & Kipp, dealers in grain and hay at Cincinnati, O., will hereafter act as city salesman for the Union Hay & Grain Co. of Cincinnati.

H. M. Cook of Fremont, O., writes: J. F. Karbler has opened an office on Arch St. with W. L. Baker as manager. He will handle seeds, wool pelts and furs, also grain on track by the carload.

A. D. Behymer, Osgood, O., Sept. 2: Field thrashing mostly done; corn promises the largest crop ever raised in the county. I have just put a felt roof on my elevator and am building two cribs for the new crop.

Fred Schlientz & Sons of Eldorado, O., contemplate spending about \$1,000 in improving their elevator this fall. Three dumps, a drag, and a corn sheller will be installed and a scale office built, to accommodate the large corn crop.

John Duncan, for six years in the employ of McMorran Bros. & Co., has engaged in the grain business on his own account at Saint Paris, O. His former employers have given him a good start by turning over to him their entire track buying business.

The American Farm Co. does not seem to be disposed to increase its holdings of elevator property in the Buckeye state. For this grain dealers and farmers of the state are indebted to Secretary McCord of the Grain Dealers Association and C. B. Jenkins of Marion.

The Toledo Salvage Co.'s Toledo, O., grain dryer and elevator will be completed about Sept. 15 and will have a storage capacity of 200,000 bushels. The grain dryer will be one of the largest of its kind and it will have a capacity of drying from 5,000 to 25,000 bushels per day.

R. H. Montgomery is the latest addition to the list of enterprising grain buyers and shippers doing business with headquarters at Toledo, O. Mr. Montgomery has recently removed to Toledo from Durand, Mich., where a branch office will be maintained. The firm name is R. H. Montgomery & Co., and they will buy corn, oats and hay.

During the eight months the Ohio Grain Dealers Mutual Fire Insurance Association has been doing business, its losses have amounted to only \$983.66. Such good fortune is almost unprecedented. Some of the elevators which the Association has refused to insure have since burned, so the care of the company in selecting desirable risks is in a measure

responsible for the light losses. The Association now has a little over \$300,000 in force on about 260 risks, no policy being over \$1,500.

OHIO LETTER.

The A. H. May Implement & Grain Co. of New Bremen is building a shed 20x100 feet for machinery.

Dull Bros. are installing in their elevator at Celina a new sheller and cleaner of the Victor make.

Garmhausen Bros. of New Bremen have purchased a new sheller and cleaner for their new 6,000-bushel corn elevator.

John Wernsing will remodel his elevator at Minster, O., and put in sheller, cleaner and gas engine, thus enabling him to handle corn.

The Northwestern Ohio & Indiana Grain Dealers Association held the weekly meeting at the Ashley hotel, Celina, O., Aug. 28, with a good attendance from all parts of the Association. A number of subjects were presented and satisfactorily disposed of. There had been a great deal of "tomfoolery" going on in the different parts of the Association. Members were getting tired of it and expressed their minds in vehement terms. As long as that dreaded disease—Jealousy—exists with dealers, there will be trouble. Come to these weekly meetings and get better acquainted. They are open to all regular grain dealers. They are the best profit getters, fully 100 per cent on the investment. The meeting adjourned to meet at Portland, Ind., Sept. 4.—C. A. B.

PACIFIC COAST.

The Tacoma Grain Co. is erecting an addition to its warehouse at Lind, Wash.

The Tacoma Grain Co. of Tacoma, Wash., has increased its capital stock to \$300,000.

A. C. Tillinghast, seedsman, La Conner, Wash., is installing a No. 6 Clipper Cleaner for handling seeds.

The Puget Sound Grain Co. is contemplating the erection of a large grain warehouse at North Pine, Wash.

Girvin & Eyre, grain exporters of San Francisco, Cal., have moved their offices into the London & San Francisco Bank Bldg.

The Pacific Coast Elevator Co. is building a warehouse, 300x40 feet, at Spokane, Wash. Work is progressing rapidly and the house will soon be completed.

The Blackfoot Mill & Elevator Co. Ltd., has been incorporated at Blackfoot, Idaho, with \$25,000 capital stock. Directors: Fred A., M. L. D., F. P., A. G. and A. B. Rebert.

Arrangements are being made to build a large grain warehouse, 420x130 feet, on the place where the Commercial dock now stands, on the Northern Pacific road, at Tacoma, Wash.

The North Yakima Milling Co. of North Yakima, Wash., is erecting a large warehouse for storing wheat at Mabton, and is contemplating the building of another at Prosser.

Sam Williamson, Salt Lake City, Utah, Aug. 22: Wheat movement now free; threshing showing good results, both in quality and quantity; millers purchasing freely as flour trade is good.

The Centennial Flour Mills Co. has decided to rebuild its mill at Spokane and in connection will erect two large storage tanks of from 30,000 to 40,000 bushels capacity each. They will be either of hollow tile or steel construction.

E. W. Swanson will represent the

Farmers' Grain & Supply Co. with headquarters at Wilson Creek, Wash. This firm was organized a short time ago with \$50,000 capital stock. Besides headquarters at Wilson Creek, representatives will be stationed at Portland, Seattle, Tacoma and Spokane, and the erection of several warehouses is contemplated.

PENNSYLVANIA.

The International Elevator, a 650,000-bushel house, at Buffalo, N. Y., has been leased by M. P. Ryley, of Scranton, Pa., who is owner and manager of the Lackawanna Mill & Elevator Co., of Scranton. The main office of the company has been removed to 42 Board of Trade, Buffalo.

SOUTHEAST.

The Ryman Warehouse & Elevator Co. will erect a frame elevator in connection with its warehouse at Nashville, Tenn., in order to have better facilities for handling grain.

Francis T. Smith, for many years in the grain business at Baltimore, Md., in the firm of Wylie Smith & Co., died Aug. 18, of paralysis, at his home in Princess Anne, Md., aged 70 years.

John Hyde, statistician of the department of agriculture, reports the condition of cotton Aug. 26 to have been 54 in Alabama, 68 in Georgia and Mississippi, 74 in South Carolina, 75 in Florida, 80 in Virginia and North Carolina, and 82 in Tennessee.

SOUTHWEST.

Jennings, La., on Aug. 21, shipped its first car of this season's rice.

An elevator is being built at Collinsville, Okla., by the Caney Grain Co.

The Enid Mill & Elevator Co. is installing a new power plant in its 100,000-bushel storage elevator at Enid, Okla.

The Drummond Mill & Elevator Co. will erect a 25,000-bushel elevator in connection with its new mill at Drummond, O. T.

An automatic weighing machine for cleaned rice has been installed in the American Rice Mill at Crowley, La.

E. V. Dickey, grain dealer at Dewey, I. T., was murdered August 30 at Chanute, Kans., by unknown persons.

Brooks Bros. & Co. will build a new elevator at Crowley, La. The contract has been let and the house will be finished by the last of September.

Cotton will make a poor crop in Texas. John Hyde, statistician of the department of agriculture, reports the condition in that state as 53 per cent on Aug. 26. The condition was 68 in Indian Territory, 70 in Louisiana, 73 in Missouri, 75 in Arkansas and 76 in Oklahoma.

J. E. Farrington & Co. are rebuilding their elevator which was recently burned at Kingfisher, Okla. The new plant will have a larger handling capacity and be equipped with a corn sheller, cleaner and feed mill and other elevator fixtures purchased of the Barnard & Leas Mfg. Co.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports that the exports from New Orleans during the 12 months ending with August amounted to 979,999 bushels of corn, 15,836,202 bushels of wheat and 204,500 bushels of oats; compared with 18,984,233 bushels of corn, 19,755,276 bushels of wheat and 1,791,900 bushels of oats exported during the corresponding period preceding.

TEXAS.

Belew & Pondrom Pilot Point, Tex., write: We find the Grain Dealers Journal a necessity.

The Crawford Mill & Elevator Co.'s plant at Muenster, Tex., was totally destroyed by fire August 24. Loss \$15,000.

The arbitration committee of the Texas Grain Dealers Association will hold a meeting at the Oriental Hotel, Dallas, Tex., on Tuesday, Sept. 16.

E. R. & D. C. Kolp are building a transfer and cleaning elevator at Ft. Worth and will equip it with a corn sheller, a clipper and a cleaner. Steam power will be used.

Our Texas readers may be pleased to know that we are reliably informed "One of the Gregorys, who was a member of the Hillsboro Brokerage Co., is now doing business in Austin under the firm name of Austin Brokerage Co."

W. P. Lewis, who was foreman in the Illinois Central elevators at Chicago for a number of years, has accepted a position as superintendent of the J. Rosenbaum Grain Co.'s elevator at Ft. Worth, Tex.

Galveston, Tex., will benefit by the removal of the steamship service of the Southern Pacific Railroad Co. to that city. It is said the handling of the freight will give employment to over 1,000 men the year round, at good wages.

E. R. Kolp of Fort Worth was in Chicago last week and reported that the Lone Star State wud not have over 7,000,000 bushels of wheat. "We will have very few oats to spare for seed and are getting 41 to 42 cents sacked, f. o. b. cars. The mills quickly grabbed up all our wheat."

C. McD. Robinson, chief inspector for the port of Galveston, Tex., reports the amount of wheat cleared for foreign ports during August, 1902, to be 3,148,099 bushels, a decrease of 46,358 bushels for the corresponding period in 1901. The total since September 1, 1901, 8,695,564 bushels, a decrease of 7,421,910 for the same time last year.

H. B. Dorsey secretary of the Texas Grain Dealers Association, says: "About 8,000,000 bushels of wheat was grown in Texas this year and about the same amount of oats. As to corn, there is no way by which an intelligent estimate can be made. However, the crop this year is some lighter than it was last. About 1,500,000 bushels of wheat was exported from Texas last year, and the same amount this year. No oats were exported except for seed purposes, shipments being made to the Southeast. Something like 2,000,000 bushels were shipped in last year, and the same amount this year."

TEXAS LETTER.

The rice crop in southeast Texas is a very fair one and is said to be better in Texas than in the rice growing district of Louisiana. The rice that has been marketed has brought a good price and the price promises to remain firm.

Little is doing in the grain line in north Texas at the present time. Prices on all feed stuff continue stiff and it is reported that the late corn is very badly damaged by the dry weather in August.

The rice milling season has opened in Houston, where they have received two cars of rice, and the daily receipts are increasing rapidly and it will be the matter of only a few days until the rice milling will be in full blast.

The Chafee Rice Mill and Irrigation Co. has been incorporated with a capital of \$500,000 to construct mills, gins, eleva-

tors for grain, etc. Chas. W. Hahl, Houston, G. D. Chafee, Shelbyville, Ill., and F. J. DeMeritt, Houston, were the incorporators.

The grain men of Dallas are organizing and preparing concerted action to remedy the alleged faulty grading of grain in St. Louis and Kansas City. It is said that this bad grading is so serious that immediate and prompt action is necessary. A meeting in Dallas was set for the night of Sept. 8, to prepare formal protest and lay plans to better the situation.

The talk that has been going on among the grain dealers and grain users has seemed to have had some effect on the railroads, for it is stated that the roads that have been cutting the grain rate have restored it to the old figures. It is evident that the roads do not want an investigation by the Interstate Commission or by the State Commission. However, it may be that the State Commission will take the matter up without being called on to do so by the dealers.

J. H. Johnston, secretary of the Chamber of Commerce, Galveston, Tex., has just returned from Wichita, Kan., where he went to attend a conference between the millers of Kansas and Texas on the wheat-flour differential matter. The Texas millers are bitterly opposed to the removal of the five cent differential between the two commodities and it will be taken up before the interstate Commerce Commission on Sept. 24. If this differential should be removed it will cause the millers of Texas untold damage and more especially as the wheat crop was very short in Texas this year. The Texas millers will be well represented at the hearing.—J. S. W.

WISCONSIN.

A. T. Sanders has bot the old elevator at Fisk, Wis.

A. G. Koch has reshingled his elevator at Kewaskum, Wis.

H. Schroeder will continue as grain buyer at Rolling Prairie, Wis.

Wm. Owin has purchased Mr. Evans' interest in the Lakeside Elevator at Eau Claire, Wis.

Charles McCarthey has been employed as grain buyer at Avalon, Wis., and will make his home there.

Chas. Heckman has been moving his elevator at Welcome, Wis., and is again prepared to receive grain.

The W. W. Cargill Co., of Green Bay, Wis., is installing a No. 9 traveling brush Clipper Cleaner in the elevator.

Twenty members of the Wisconsin Grain Dealers Association recently held a meeting at Fond du Lac, Wis..

The W. W. Cargill Co., of La Crosse, Wis., has rebuilt its warehouse at Mondovi, Wis., and put in gasoline engine.

The Marseilles Mfg. Co. is furnishing the machinery and supplies to equip an elevator for T. M. Olson, of Strum, Wis.

Hart & Hart have installed a gasoline engine in their warehouse at Elroy, Wis., together with an elevator and grain carrier.

The owners of the Chittendon Elevator at Ripon, Wis., have made several improvements and now are adding to their storage capacity.

The Milwaukee Elevator Co. of Milwaukee, Wis., has purchased the elevator at Plymouth, Wis., formerly owned by E. A. Dows and it is probable that improvements will be made.

John Baumhardt, William Nickel and L. N. Brown have bought the elevator

belonging to the estate of N. C. Michaels at Campbellsport, Wis., and after remodeling and improving it, will enter the grain trade.

While oiling the shafting at the elevator of the Manitowoc Malting Co. at Manitowoc, Wis., a short time ago, Chas. Kukraw slipped and caught his foot in the trap door of the conveyor box. Before help arrived a portion of his foot had been torn off.

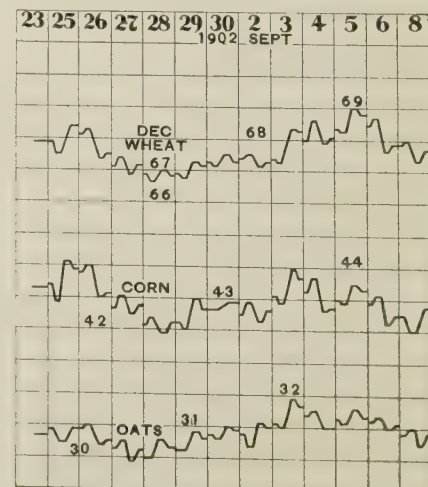
Wm. Alt, of Mondovi, Wis., has built a 6,000-bushel elevator at that place for S. N. Knudson at a cost of about \$1,100. The house is 12x24x35 and 100 feet from the track, which it reaches by a 113-foot loading spout composed of 6-inch well casing.

Some Milwaukee members of the Chamber of Commerce would like to have the warehouse certificates of the elevators at Milwaukee made a regular delivery on the Chicago Board of Trade, just as Chicago receipts are deliverable in Milwaukee. The plan is ridiculed by prominent members of the Milwaukee Chamber. The privilege of delivering in either market is of little or no value to the seller; but should be a great disadvantage to the buyer, as, until the delivery of the receipts, he would be completely in the dark, and would not know whether to charter boats for Chicago or Milwaukee. On the other hand the interchange of receipts would place both markets on a parity, and make the Milwaukee puts and calls available to traders in the Chicago pit. Milwaukee has the advantage of controlling the grain inspection at that market, absolutely free of political influence which may be exerted during a corner to make grading unduly severe.

"Scoop Shovel" dealers and farmers we do not post. In fact we refuse to handle their grain. We've just lately refused to handle 6 cars wheat and 1 car oats shipped by "scoopers." Some of the cars are in yard here "earning demurrage." *We won't touch 'em.* We ask shippers to wire us if they find we're quoting irregular dealers. We believe in protecting shippers who have money invested in elevators and homes.—J. F. Zahm & Co.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for the two weeks prior to Sept. 9 are shown on the chart herewith.



An Improved Bean Picking Table

Since Uncle Sam first popularized the bean as an article of diet by making it a part of the army ration during the civil war, this nutritious legume has been a staple crop in certain parts of the country; and, in recent years, nowhere more so than in Michigan.

The preference for Michigan grown beans is unquestionably due to improved methods of handling the crop in that state, and more especially to the practice of hand picking. While good work can be done on the ordinary picking table the leading Michigan shippers favor the use of picking machines as a valuable aid to the operator. The machine enables a skilled worker to double his or her output.

Bean picking machines are very simple in their construction, consisting of a hopper and an endless canvas belt. The belt is 6 or more inches wide and 2 feet long, and the beans travel from the hopper toward the operator at a speed to suit the stock and the operator, who picks off the culls and drops them into receiving pockets directly under each hand, the good stock passing into basket, bag or bins, saving all time of spreading and scraping off, as in table picking, and the movement of hands in removing culls. The machines are run either by power or

by A. T. Ferrell & Co., who, on application, will give any desired information about the bean picking machinery.

Books Received.

THE BUILDER'S HANDBOOK. A. Roberts, architect, has compiled this pocket manual of information, facts and figures such as the builder needs every day for reference. Every subject has been treated in the simplest and clearest manner and fully illustrated with original drawings. A chapter is devoted to the construction of grain bins. The work is handsomely printed on strong linen paper, 4x6½ inches, 218 pages. A. Roberts & Co., Lincoln, Neb. Price, \$1.50.

MANITOBA GRAIN CODE. Telegraphic codes are nowhere more useful than in the grain trade, where long established methods of transacting business have crystallized certain forms of expression universally understood, and enabling the code user to transform what would be a long business letter into a message of telegraphic brevity. Of the several codes on the market none is more adapted to the needs of the dealers of its own territory than the Manitoba Grain Code, which has been compiled by A. W. H. Stimpson, and is used by all the leading grain dealers of the Canadian West and their eastern correspondents. When de-



The Clipper Tread Power Bean Picking Machine.

by tread. The tread power machine is preferred by many as enabling the operator to work independently, insuring more careful picking.

Our engraving represents the tread power bean picker, one of several styles made by A. T. Ferrell & Co., of Saginaw, Mich., who make a specialty of bean picking machinery. Their Clipper Bean Picking and Sorting Machines are made strong and durable, with no weak points to get out of order. The rollers in these machines run on bearings in hard maple adjustable boxes that will last a lifetime with one oiling. A valuable feature of this machine is the side shake feed, which, with a smooth and easy motion, spreads the beans alike and evenly over the entire canvas. The feed can be made light or heavy in an instant; and the stock cannot bunch together. The double and stitched canvas gives a soft surface which carries the stock without rolling and makes it easy to pick from.

Before picking the stock should be run thru a Clipper Bean Cleaner, also made

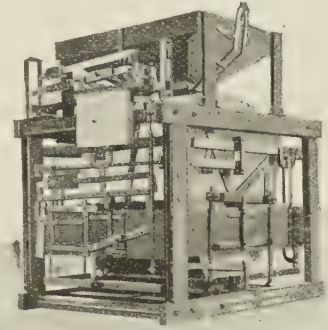
sired, secrecy from other users of the same code may be secured by the number attached to each word, both parties agreeing upon an arbitrary number to be added. The book is well printed, upon good paper, and bound in red leather. W. Gibbins & Co., publishers, Winnipeg, Man. Price, one copy, \$2; six or more, \$1.50.

Cuban imports of breadstuffs during the period from July 1, 1901, to May 19, 1902, included 319 bushels of wheat, 1,078,142 bushels of corn, 402,140 bushels of oats, 17,752 bushels of barley and 51 bushels of rye; compared with 432 bushels of wheat, 1,254,100 bushels of corn, 368,864 bushels of oats, 24,755 bushels of barley and 506 bushels of rye imported during the eleven months ending May 31, 1901.

The Corn Products Co., which operates many glucose and starch factories, has issued \$4,000,000 of additional capital stock.

The McLeod Automatic Weigher.

Some years ago McLeod Bros., of Marietta, Kans., invented and secured letters patent on an automatic grain-weighing device which was put on the market by other parties and handled so unsatisfactorily that it was withdrawn. During the intervening years the automatic weigher has been used continuously in the elevators of McLeod Bros., in Kansas, for weighing out shipments of all kinds of grain. Some improvements have been made so that the weigher is much more compact than formerly and as now



The McLeod Automatic Grain Weigher.

manufactured much better material and a higher class of workmanship are used.

The makers guarantee the weigher and claim that its automatic registering device can always be relied upon to record the exact number of pounds weighed. Hence all mistakes in weighing, reading and recording weights is obviated by the use of this weigher. All parts of the machine are so well constructed that it is next to impossible for it to get out of order, and as it weighs in small drafts, no great strain is placed on it at any time. It is made in three different sizes, the weighing capacity varying from 500 pounds to 1,500 bushels per hour.

When the weighing of grain is reduced to a mechanical certainty, which the makers of the McLeod Weigher claim to have attained, no longer will there be any opportunity for doubt as to the weight of grain loaded into a car for shipment to a terminal market. In the past so many errors have been committed by inexperienced weighmen who made mistakes in weighing, in reading, in recording and in adding weights of drafts that all interested in discrepancies, have been loath to credit country weights at all times. Of course those shippers who depend on the loading line marked inside box cars or upon wagon scales for shipping weights are doing little more than guessing at the weight of grain shipped.

The McLeod Weigher can also be used for bagging grain. The McLeod Bros. have found the weigher of so much value to them in the grain business that they sold out their grain interests and hereafter will give their time to the sale and the manufacture of the weigher. Any additional information can be obtained by addressing W. T. Eaton Mfg. Co., Chicago, Ill.

Millers in the surplus grain producing counties are buying all the wheat that comes along, filling their elevators with the best for future use, and shipping the poor stuff to the markets, thus accounting for the large percentage of low grades in the primary receipts.

Sure Hold for Slide on Scale Beam

When scales are set where the beam is subject to vibration the slide on the lower beam cannot be depended to stay in place when shoved back unless the screw is turned tight. Some weighmen are content to take weights without this trouble of always screwing or unscrewing, thinking the slide will stay in place long enough



for a few drafts. A trifling error repeated hundreds of times will easily amount to a considerable sum.

To insure the slide remaining in place when pushed back one weighman ingeniously filed a slot in the beam, as shown in the engraving herewith, at the point S. This slot is a thirty-second of an inch deep, and the exact width of the slide, no more. A weighman who has used the slot will find it such a convenience that he will not want to use the screw.

After cutting the socket rebalance the scale, to allow for the metal in the beam that was removed by the file.

National Hay Association Committees.

Secretary P. E. Goodrich of the National Hay Association informs us that the following committees have been appointed for the ensuing year:

Board of Directors—E. L. Rogers, Philadelphia, Pa.; H. G. Morgan, Pittsburgh, Pa.; J. V. Ferguson, New Orleans, La.; L. W. Dewey, Blanchester, O.; G. W. Hill, Nashville, Tenn.; J. D. Michael, Assumption, Ill.; D. L. Leas Waterloo, Ind.; Franklin L. Levi, Newark, N. J.; Chas. Springer, Moravia, N. Y.; Abner Hendee, New Haven, Conn.

Committee on Quotations—W. W. Walton, Philadelphia, Pa.; W. R. Mumford, Chicago, Ill.; John Mullally, St. Louis, Mo.

SPECIAL COMMITTEES.

Terminal Facilities—Geo. S. Bridge, chairman, Chicago, Ill.; C. S. Bash, Fort Wayne, Ind.; G. C. Warren, Saginaw, Mich.; L. W. Dewey, Blanchester, O.; J. A. Heath, Lenox, Mich.; J. W. Dusenberry, New York, N. Y.; L. E. Evans, Tiffin, O.

Interstate Commerce Law—Jno. B. Daish, chairman, Washington, D. C.; E. L. Rogers, Philadelphia, Pa.; J. W. Sale, Bluffton, Ind.; G. S. Bridge, Chicago, Ill.; G. T. McComb, Lockport, N. Y.; H. P. Knox, Montgomery, Ala.; Jno. Fangboner, Fremont, O.

Cipher Code—S. T. Beveridge, chairman, Richmond, Va.; J. W. Sale, Bluffton, Ind.; E. A. Dillenbeck, New York, N. Y.

Delegates to Convention Grain Dealers National Assn.—P. E. Goodrich, Winchester, Ind.; C. H. Thayer, Chicago, Ill.; J. W. McCord, Columbus, O.

John B. Daish, Claim Agent, Washington, D. C.

Committee on Transportation—Geo. C. Warren, chairman, Saginaw, Mich.; J. P. McAlister, Columbus, O.; W. A. McCaffery, Pittsburg, Pa.; L. G. Holmes, Portland, Ind.; E. D. Rundell, Towanda, Pa.

Committee on Arbitration and Investigation—J. W. Sale, chairman, Bluffton, Ind.; J. W. Beatty, Philadelphia, Pa.; F. B. Nims, Lake Odessa, Mich.; A. E.

Clutter, Lima, O.; J. B. Yeager, Wilkes-barre, Pa.

Committee on Grades—W. G. Bishop, chairman, Baltimore, Md.; W. C. Bloomington, New York, N. Y.; F. D. Voris, Neoga, Ill.; Brooks Dawson, Port Huron, Mich.; C. E. Nichols, Lowell, Ind.

Legislative Committee—G. S. Blakeslee, chairman, Chicago, Ill.; J. D. Hale, Decatur, Ind.; F. A. Rockafellow, Carson City, Mich.; F. Fairweather, Inlay City, Mich.; C. T. Pierce, Defiance, O.

Committee on Statistics—Geo. N. Reinhardt, chairman, New York; C. H. Davis, Chicago, Ill.; Willis Bullock, Camajoharie, N. Y.; R. C. Menefee, Kansas City, Mo.; W. A. Rundell, Toledo, O.

PATENTS GRANTED

Julius A. Spencer, Dwight, Ill., has been granted letters patent, No. 708,269, on a baling press.

William A. Leonard, Wareham, Mass., has been granted letters patent, No. 708,236, on a gas engine.

John P. Shaw, Aberdeen, Miss., has been granted letters patent, No. 707,802, on a baling press.

Wm. J. Still, Wimbledon, Eng., has been granted letters patent, No. 708,502, on a hydrocarbon motor.

Eddy T. McKaig, Chicago, Ill., has been granted letters patent, No. 707,793, on a gasoline engine.

Egbert S. Mead, Winona, Minn., has been granted letters patent, No. 707,709, on a hay baling machine.

John W. Foreman, Healdsburg, Cal., has been granted letters patent, No. 707,688, on a conveying apparatus.

Thaddeus A. Goodwyn, Madill, I. T.,

chain running across the car to hold the doors against the pressure of the grain.

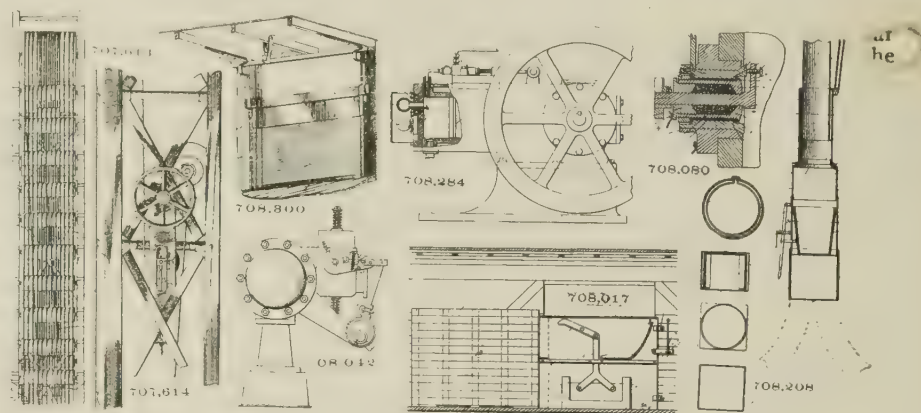
William D. Dickson, Peoria, Ill., has been granted letters patent, No. 708,208 (see cut), on a grain spout. Telescopic sections fit into a hood rotably mounted, next to which is an equalizer to divide the grain between the two bifurcations.

Carl W. Weiss, New York, N. Y., assignor of one-half to August W. Mietz, New York, has been granted letters patent, No. 708,284 (see cut), on an incandescent igniter for explosive engines. Several independent igniters are disposed on the cylinder head at widely separated points to kindle the gases in the combustion chamber.

Jacob S. Bender, Kansas City, Mo., has been granted letters patent, No. 708,300 (see cut), on a combined grain door and unloading platform for box cars. The door is hinged at the bottom and swings out and down, forming an unloading platform. A tubular rib secured to the outer side of the door is provided with an inverted U-shaped slot in which fits a bolt engaging a cavity in the door casing.

John B. Hicks, Detroit, Mich., has been granted letters patent, No. 708,042 (see cut), on a sparking igniter for explosive engines. Secured to the rockshaft is an arm carrying the movable electrode in position to contact with the fixed electrode. Two independently pivoted arms engage the opposite sides of the operating arm, being drawn together by a spring. One of the outer arms is engaged by a movable trip.

Wm. L. McCabe, Seattle, Wash., has been granted letters patent, No. 707,613 and 707,614 (see cuts), on an endless conveyor and its driving mechanism. At each end of the frame is a pulley with many grooves in which run the several



and Phillip E. Stovall, Waxahachie, Tex., have been granted letters patent, No. 707,917, on a baling press.

Adelmer M. Bates, Chicago, Ill., has been granted letters patent, No. 707,544, on a machine for filling small bags with a powdery or granular substance.

Rudolf Diesel, Munich, Germany, assignor to Diesel Motor Co., of America, New York, has been granted letters patent, No. 708,029, on an internal combustion engine.

Anson G. Ronan, Toronto, Ont., has been granted letters patent, No. 708,080 (see cut), on a revolving electric igniter. The insulated electrode revolves centrally within the adjustable electrode, one making a wipe contact with the other.

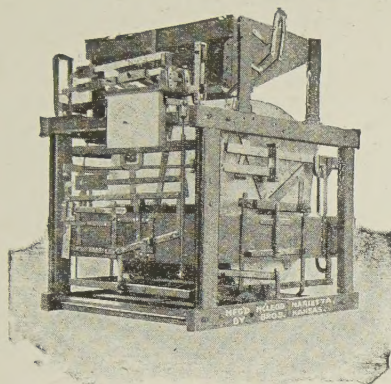
Thomas N. Bon Durant, Moundridge, Kan., has been granted letters patent, No. 708,017 (see cut), on a grain door for cars. The patent covers the use of a

winds of a continuous cable forming an endless carrier belt. One of the pulleys has additional grooves for the driving cable. The cut shows the tension carriage over which the driving cable runs, and the arrangement of gearing to the electric motor. The conveyor is portable.

Cuban imports of rice during the period from July 1, 1901, to May 19, 1902, amounted to 155,875,486 pounds; compared with 154,102,381 pounds imported during the eleven months ending May 31, 1901.

The supply of low grade oats is so greatly in excess of the demand that the price of horse feed has tumbled. The fancy grades are not equal to the demand from private and racing stables, oatmeal millers and speculative buyers.

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THE McLEOD AUTOMATIC WEIGHERS

can be used for loading into cars or bags

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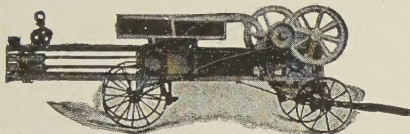
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The only tables published which re-
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figures the freight per bushel, at the rates specified.
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pounds, barley 48 pounds and oats 32 pounds, at
any cent or half-cent rate, 3 to 50% cents.

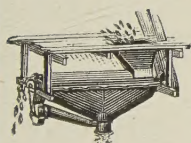
Price 15c. per copy. Two copies for 25c.
Or ten for \$1.00.

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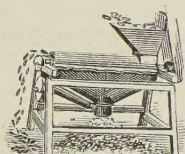
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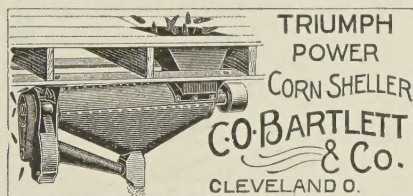
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NO. 2.

Shells corn either wet or dry entirely clean from
the cob. Sold on a strict guarantee.

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CO. BARTLETT
& Co.
CLEVELAND O.**



COVER'S Dust Protectors.

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Metal " " - - 1.50

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price; or on TRIAL to respon-
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VALVES and fine sponges.

H. S. COVER

153 Paris St., South Bend, Ind.

68 POUND EAR CORN TABLE

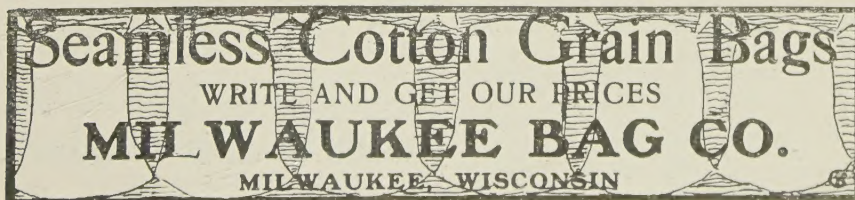
which reduces to bushels of 68 pounds each,
any weight of ear corn from 100 to 6,500 pounds
will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL
can obtain a copy by sending 10 cents to

GRAIN DEALERS COMPANY

255 La Salle St.

CHICAGO, ILL.



To All Grain Dealers.

The recent radical advance in fire in-
surance rates has convinced the under-
signed that there is now a requirement
and demand for a Mutual Fire Insurance
Company to write country elevator risks,
conducted upon economical business prin-
ciples, by experienced underwriting abil-
ity, and for the sole benefit of policy-
holders. With risks selected and regu-
larly inspected, and the property owner a
beneficiary in its success, it is evident
from all experience that the average
quality will be higher, and the expense
ratio lower than in the companies now
writing the business. If this position is
right, and it has proven right in several
lines of business, notably the flour mill
interests, then the formation of a Grain
Dealers Mutual is now imperative, and
we believe will result in a less cost for
insurance. With the close margins and
economical methods required in the grain
business, and the values each owner has at
stake, none can afford the rates now
charged, and carry a sufficient protection.

Therefore, we have taken the prelimi-
nary steps to organize the Grain Dealers
National Mutual Fire Insurance Compa-
ny of Indianapolis, Ind. We give the
movement our full indorsement, and agree
to give it the necessary attention until
it has been chartered, and ready for con-
trol by its members.

The quicker the necessary volume of
business is secured for organization, and
then the greater the number of risks and
territory covered, the more economical
and substantial will be the company. So
it is now for the elevator men to say by
their patronage if there shall be such a
company.

The signers up to date are:

Theo. P. Baxter of Taylorville, Ill.
H. N. Knight of Monticello, Ill.
A. E. Reynolds of Crawfordsville, Ind.
J. W. McCord of Columbus, Ohio.
H. S. Grimes of Portsmouth.
Charles S. Clark of Chicago.
W. H. Council of Williamsville, Ill.
J. N. Hairgrove of Virden, Ill.
H. M. Allen of Troy, Ohio.
Studebaker, Sale & Co. of Bluffton, Ind.
Morrison & Thompson of Kokomo, Ind.
E. H. Wolcott of Wolcott, Ind.
W. T. McCray of Kentland, Ind.
John B. Ross & Co. of Lafayette, Ind.
The Carroll Elevator Co. of Decatur,
Ind.

Goodrich Bros. Hay & Grain Co. of
Winchester, Ind.

E. A. Grubbs Grain Co. of Greenville,
Ohio.

E. R. Ulrich & Sons, Springfield, Ill.

E. S. Greenleaf, Jacksonville, Ill.

McFadden & Co., Havana, Ill.

Turner, Hudnut & Co., Pekin, Ill.

H. J. McDonald, Frankfort Station, Ill.

WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators
all over the country. We also take contracts for doing this work
complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.

LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, tra-

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains First Freight Trains Throughout	MISSOURI.	ILLINOIS.

verses eight states, which comprise a great agricultural manufacturing and mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

LOUIS JACKSON,

Industrial Commissioner C., M. & St. P. Railway, 660 Old Colony Bldg., Chicago, Ill.

"The Bread-Basket of the World"



The Red River Valley of Minnesota and North Dakota has well been called, "The Bread-Basket of the World."

The Great Northern Railway has four lines through the Valley and hauls more wheat from producing points than any other railway in the world. For information, rates, tickets, etc., ask any ticket agent.

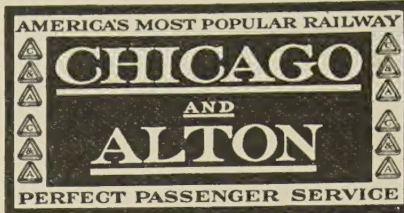
F. I. Whitney, G. P. A., C. E. Stone, Asst. G. P. A., St. Paul, Minn.

LOW RATES TO THE NORTHWEST.

Commencing September 1 and continuing until October 31, 1902, second-class one-way colonist tickets will be sold by the Chicago, Milwaukee & St. Paul Railway from Chicago to all points in Montana, Idaho, Utah, California, Washington, Oregon, British Columbia and intermediate points at greatly reduced rates. Choice of routes via St. Paul or via Omaha.

The Chicago, Milwaukee & St. Paul Railway is the route of the United States Government fast mail trains between Chicago, St. Paul and Minneapolis, and of the Pioneer Limited, the famous train of the world.

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Tuesdays of each month.

For information apply to

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Chicago, Ill.

Or J. P. ELMER, G. P. A., Chicago

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

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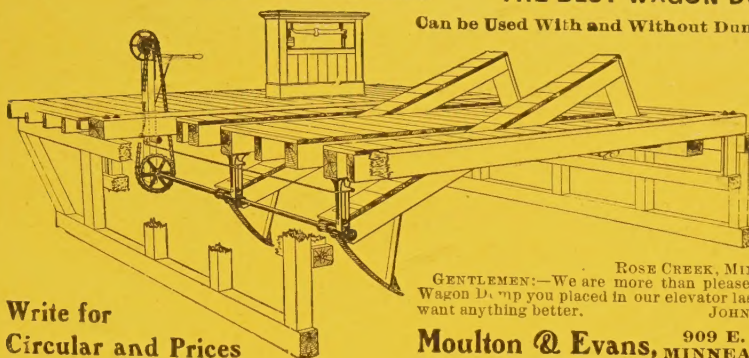
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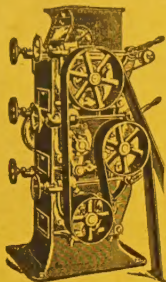
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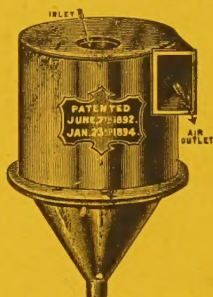
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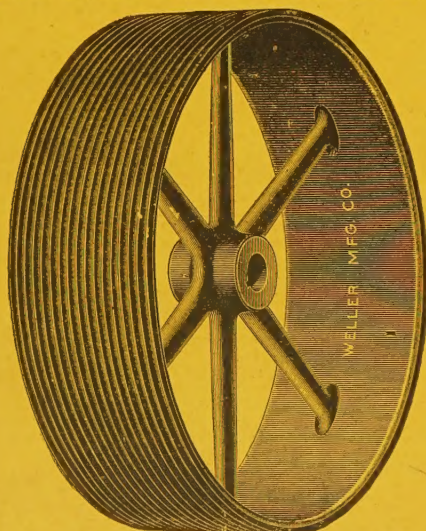
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